

Oct. 13. 1902.

A  
CANDID STATE

OF

A F F A I R S

RELATIVE TO

EAST INDIA SHIPPING;

WITH AN

A P P E N D I X;

CONTAINING,

PROPOSITIONS to reconcile the several contending Interests  
of those concerned in that Branch; and to promote future Harmony  
in LEADENHALL STREET.

ADDRESSED TO THE PROPRIETORS.

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THE SECOND EDITION.

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By Sir RICHARD HOTHAM.

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L O N D O N:

Printed for J. WALTER, at Homer's Head, Charing - Cross;  
and BROTHERTON and SEWELL, in Cornhill.

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TO THE  
P R O P R I E T O R S  
O F  
E A S T I N D I A S T O C K.

LADIES AND GENTLEMEN,

**N**otwithstanding that strong opposition my well-meant purposes have met with, in supporting your cause, by endeavouring to regulate the high freights, so long, and so very improperly paid, to your great prejudice ; I think myself very happy, in seeing those great and good effects take place, even to a much higher degree than my most sanguine expectations ever prompted me to hope for in so short a time. This only is owing to the wisdom and good conduct of your Directors.

I must repeat, notwithstanding that torrent of abuse so illiberally poured upon me, and conscious of my own integrity of heart, that I venture once more to give



iv D E · D I C A T I O N.

public testimony, that I am not in the least discouraged from communicating my further thoughts on this important subject. I therefore offer this second Edition to the Public with an Appendix, containing Propositions for reconciling the several different interests concerned in that branch; by which I earnestly hope to promote better harmony for the future in Leadenhall Street, and the advantage of every individual. Should I at last prove so extremely fortunate, as to give useful outlines in a matter of such vast importance as the prosperity of the Company, worthy your approbation; I shall receive it as a noble reward for the great pains taken by,

LADIES and GENTLEMEN,

Your very faithful,

and most obedient Servant,

Merton Place,  
Jan. 31<sup>st</sup>, 1775.

RICHARD HOTHAM.

A C A N D I D



# CANDID STATE

OF

## AFFAIRS, &c.

**I**F the independent Proprietors of East India Stock could be prevailed on to examine into the real state of their Shipping, there is no doubt but they would discover, that very great abuses have been long practised; and, were they once well understood, might the more easily be corrected. They would soon find a great part of the Company's present distress originated with, and has been artfully upheld by, some of the leading members of their own body, who were immediately intrusted to conduct their affairs; taking to their assistance such of their friends, as they found, could most effectually execute their secret designs. They perhaps would discover innumerable instances, that one corruption and abuse introduced another; till they are so interwoven with each other, and so strongly supported by the private interest of such a number of opulent men, deeply intrenched, and locked as it were arm in arm, that it seems to border on folly to offer the clearest truths, or soundest arguments, at a General Court, in defence of the real interest of this very beneficial Company. A glaring instance of this appears in the opposition lately made, by a large body of very rich Ship-builders, Rope-makers, Husbards, and Commanders, with their numerous connections. All of whom are (as they say) injured by the necessary reduction of Shipping. And indeed, if we consider, that they have enjoyed



the sweets of building and repairing, fitting and refitting old rotten ships, becoming so chiefly by being unemployed, at an *incredible* expence to the Company and Ship-owners, for the last twenty years, is it to be wondered at, that they should so unwillingly part with such valuable gain, having evidently had above double the number of ships in this service than could be properly employed? and if as many more could have been introduced, it would have been still more advantageous to them. For the more ships, the greater number of Commanders and Officers, the more split votes they could create, the more real ones they could make, and of course the more of their friends they could force into the Direction. These were the sinews of their great transaction, by which very large fortunes have been made. But this once-flourishing Company has not been enriched by these means. On the contrary, her distresses have come rapidly on from every quarter, even from her supposed *best* friends nearest home. She has lately narrowly escaped immediate ruin; therefore every decent and reasonable information ought to be well received, that can contribute to her recovery. There is no doubt, but that this Junto will ever prevail in Leadenhall-street. Their interest makes them watchful, and give close attendance, when any thing relative to Shipping is agitated. The disinterested Proprietors give themselves, I am afraid, no trouble to be undeceived. They are too apt to believe the artful, well-told tale of the day: and if it gains credit only for half an hour, while a well-instructed majority sanctifies it by a vote, they gain their ends. But would the Proprietors attend, and impartially decide; those that have abilities would be encouraged to speak out. But to what purpose would it be for a small number to exert themselves, when so great a majority of interested people are ready to put a negative on the best-concerted proposition? To engage the attendance of independent Proprietors, the Author of this treatise submits many truths, carefully collected, and presents them to the Public; presuming that every land-holder in England, that pays to the land-tax at the rate of one thousand pounds a year, is much more concerned in the prosperity of this Company, than a Proprietor, who possesses one thousand pounds capital stock. The one can only lose his stock; but the other, were the revenues, now paid by the Company, to be annihilated, must make good those deficiencies, if no other expedient could be found out. The clear revenues, arising from the Company's trade, are said to bring in annually to the public treasury nine hundred thousand pounds. This



is equal to nine fifteenth parts of the Land-tax\*, at three shillings, and would require, if on land, near one shilling and ten pence in the pound; so that every eleventh year the land-holder's whole capital would be annihilated. In this point of view, it behoves the Landed Interest, and others of any kind of property, to attend in time to this very important truth: For if the Proprietors themselves *will* not, or *cannot* remove the enormous opposition to the Company's future prosperity, it ought then to engage the serious attention of Parliament; not only for the sake of the public, but likewise for the security of the injured Stock-holders both at *home* and *abroad*. The magnitude and consequence of this vast profit or loss calls for the attention of every honest disinterested Englishman, to assist in the preservation of this great national benefit. It is wonderful how this Company has so long supported such immense, inexpressible extravagancies in all parts. This shews it is well worth preserving, if it be not yet too late: but if trifled with, it is morally certain, its total destruction is not far off. I shall say little more by way of Introduction, but proceed, with as much precision as possible, to produce facts, by exhibiting the proceedings of those concerned in the Shipping the last year; hoping that a right understanding of this business may, in due time, rouse the Proprietors to provide some salutary bye-laws for regulating the freights for the future; and such as may effectually promote the success of this distressed, neglected Company. But, be it remembered, if certain old Leaders succeed in their application for your favours, and gain their election for so long a term as four years, there will be little probability of those wholesome Laws being made, or, if made, of their proving efficacious.

Early in the last year, when some bye-laws for Shipping were agitated, I made the following proposal to the Court of Proprietors, for the better regulating of their freights.

\* Salmon's Geographical Grammar (page 243) says, "The Land-tax, which, at 4 s. in the pound, raises upwards of 2,000,000, consequently he means, the Rental, from which he calculates, is *ten million*; which, charged at one shilling and ten pence in the pound, would produce nine hundred and sixteen thousand six hundred and sixty-six pounds thirteen shillings and four pence.



A CALCULATION at as much as I then supposed each Ship could carry *out* and bring *home*.

Each Clafs.	From China.	From Coaft and Bay.	From Bombay.	From Bencoolen.
1st Clafs.	Tons. Will bring - 1050 at - 22 10	Tons. Will bring - 1000 at - 23 10	Tons. Will bring - 950 at - 24	Tons. Will bring - 950 at - 24
903 Tons. Builders Measure.	2100 2100 525 £. 23,625	23000 500 £. 23,500	3800 1900 £. 22,800	3800 1900 £. 22,800
2d Clafs.	Will bring - 900 at - 22 10	Will bring - 860 at - 23 10	Will bring - 810 at - 24	Will bring - 810 at - 24
804 Tons. Builders Measure.	19800 450 £. 20,250	2580 1720 430 £. 20,210	3240 1620 £. 19,440	3240 1620 £. 19,440
3d Clafs.	Will bring - 800 at - 22 10	Will bring - 750 at - 23 10	Will bring - 700 at - 24	Will bring - 700 at - 24
716 Tons. Builders Measure.	17600 400 £. 18,000	2250 1500 375 £. 17,625	2800 1400 £. 16,800	2800 1400 £. 16,800
1050 Tons brought from China, for	—	—	—	—
900 Ditto	—	—	—	—
800 Ditto	—	—	—	—
2750 Tons brought for	—	—	£. 61,875 (or) £. 22. 10s. per Ton, for Net Goods.	—
1000 Tons brought from Coaft and Bay, for	—	—	—	—
860 Ditto	—	—	—	—
750 Ditto	—	—	—	—
2610 Tons brought for	—	—	£. 61,335 (or) £. 23. 10s. per Ton, for Net Goods.	—
950 Tons from Bombay and Bencoolen, for	—	—	—	—
810 Ditto	—	—	—	—
700 Ditto	—	—	—	—
2460 Tons brought for	—	—	£. 59,040 (or) £. 24 per Ton, for Net Goods.	—



The Average Price, for many Years, of the Company's homeward-bound Freights (including Demurrage) has been allowed to be

From *China*  
After taking great Pains to find out a fair outward-bound Freight (supposing no more Ships sent out than may be filled home) I call it (and I think myself right) at least £. 2. 13 s. *per* Ton, which, added to each home Freight — — —

**This, then, is the Amount of the  
Old Freights,**

	Out and Home from China	£. 33	4	—	—	From Coast and Bay	£. 36	7	—	—	From Bombay	£. 35	1	—
--	-------------------------	-------	---	---	---	--------------------	-------	---	---	---	-------------	-------	---	---

It is now here proposed to confound all the various Kinds of confused Freights, and bring them into one clear distinct View and Price, by offering to take *out*, and bring *home*, as many Goods as each Ship can safely contain, subject to the close Inspection of the Committee of Shipping, or Court of Directors for the Time being, — — at

**This gives the Net Saving on each  
Ton from each Place**

To and from *China* 10 14 — To and from *Coast and Bay* - 12 17 — To and from *Bombay* . 11 1 —

Then it evidently follows, that if Sixteen Ships only are sent out this Year, and stationed as under, the clear State of that Matter will stand thus ; viz.:

	Tons.	£. s. d.	Tons.	£. s. d.
Say 4 of your largest Ships to <i>China</i> , each Ship brings - -	1050	net Goods—the 4 bring 4,200 at a Saving of 10 14 —	Per Ton, is	44,940 —
5 of your smallest Clafs to <i>Coast</i> and <i>Bay</i> , each Ship - -	750	net Goods—the 5 —	Per Ton, is	48,187 10 —
5 of the middle Clafs to <i>Bombay</i> , each Ship - - - -	810	net Goods—the 5 —	Per Ton, is	44,752 10 —
2 of the same Clafs to <i>Bencoolen</i> , each Ship - - - -	810	net Goods—the 2 —	Per Ton, is	17,820 —
Thus 16 Ships bring	13,620	Tons, and produce a clear Saving		
		to the Stock-holders, on Sixteen		
		Ships only, of - - - -		£. 155,700 —



And notwithstanding this saving would have given the Stock-holders Five *per Cent.* upon THEIR WHOLE CAPITAL (within four thousand three hundred pounds) the Chairman of that time rejected this proposition after it was read, refused its being handed behind the bar, and got rid of it by hastily ordering the Clerk to go on. Thus this important affair fell to the ground, without once entering into its merits.

When the time drew near for taking up the ships, the managing Owners met, as usual, to consult on proper measures to prevail with the Directors to close with their terms; who vainly imagined, that as they had defeated the Bye-laws, that had been framed by a Committee of Proprietors, chosen by a General Court, for regulating the Shipping, and other matters, which were unanimously agreed, at that Court, *very much wanted regulation*; those Gentlemen, I say, exulted after their conquest, which, by the bye, reflected no great honor in the field of battle; for, if I counted right, when the Bye-laws were rejected, though a General Court for that purpose, there were not more than forty-four Proprietors without the bar, of which thirty-eight *were staunch supporters of the old system*; so that the six of a contrary opinion acted prudently on that occasion in being silent. Thus the promised advantages to the Company were baffled; and the old ruinous Charter-party, though no one attempted to justify it, was zealously supported by all those Husbands, and others, who were Builders, Ropemakers, Sailmakers, &c. &c. under pretence, there was not time to make a new one; hoping, that, under these notable delays, there would at last be a necessity of sending the ships out, at least once more, under their favourite confused Charter-party, of whole-freights, half-freights, kintledge-freights, half-kintledge-freights, &c. &c. as puzzling, and unmeaning, as those, who had secret purposes to serve, could wish. But here again they were disappointed; notwithstanding they took great pains to carry their beloved plan into execution; for at a meeting, said to be held at the King's-Arms, an instrument was signed by many managing Owners, obliging each other to abide by certain Laws of their own making; which, I cannot set forth, having never seen them: and, in order to support that business with the appearance of greater unanimity, one of the party signed the name of Richard Hotham, as a managing Owner (in his absence) without his leave, privity, or consent. This had not the desired effect; for, notwithstanding their modern conjuration of dividing and sub-dividing, in order to make the likeness as near as possible to the old Charter-party principles, the Court of Directors did resolve, that the old system *must be abolished*, and a new Charter-



Charter-party *should be formed*. It was agreed to at last by the Directors, and managing Owners of Shipping, that one-eighth part of each ship was to be first deducted, under pretence, that the ships in the service *could not carry more*; with some other particulars, immaterial to the present purpose.

Then came forth the general tenders of all the ships, except the York; *viz.* For one-eighth part of their ships less than their builders tonnage, to Coast and Bay, and Bombay, at twenty-nine pounds ten shillings *per ton*, with half-freight for all surplus. To China and Bencoolen, at twenty-six pounds ten shillings *per ton* for the whole builders tonnage, and half-freight for surplus. The following tender was then made:

“ Honourable Sirs,

“ The Owners of the ship York, George Hayter Commander, burthen seven hundred and fifty-eight tons, builders measurement, do tender that ship for a voyage in the Honourable Company’s service under the new regulations.

“ To China and Bencoolen, at twenty-five pounds per ton (builders tonnage) with a certainty of as much surplus as the ship can bring at half freight, the kintledge to be deemed a part of such tonnage. To Coast and Bay, and Bombay, at seven-eighths of builders tonnage, at twenty-seven pounds ten shillings *per ton* for Charter-party tonnage, with a certainty of as much surplus as the ship can safely bring, at ten guineas *per ton*.”

But having committed myself to the public last year, by a tender of my ship the Royal Captain, I consider myself bound by the terms I then offered; if the Court of Directors think proper to avail themselves of it, as being more beneficial to the Company. In that case, the kintledge included (which is meant in every instance of this tender) then we offer, for as many tons as the ship can bring from each place; *viz.*

From China	—	—	at	£. 21	—	<i>per ton.</i>
Bencoolen	—	—	at	22	—	<i>per ton.</i>
Coast and Bay	—	—	at	23	10	<i>per ton.</i>
Bombay	—	—	at	24	—	<i>per ton.</i>

Demurrage nine pence *per ton per day* for five hundred tons; the Company to pay all exceedings of twenty-six shillings *per month* on seamen’s wages; also the diet of soldiers and passengers, from their first going on board to the ship’s departure from her last port in England; with ten



pounds for the diet of each passenger, during the voyage; with such other regulations as were agreed to, and settled between the joint Committee of Correspondence and Shipping, with the managing Owners, as contained in your minute of the thirteenth of August one thousand seven hundred and seventy-three.

We are,

Honourable Sirs,

Your most obedient Servants,

(Signed)

R<sup>d</sup> HOTHAM,

Managing Owner.

NATH<sup>l</sup> TANNER,

Charter-party Owner.

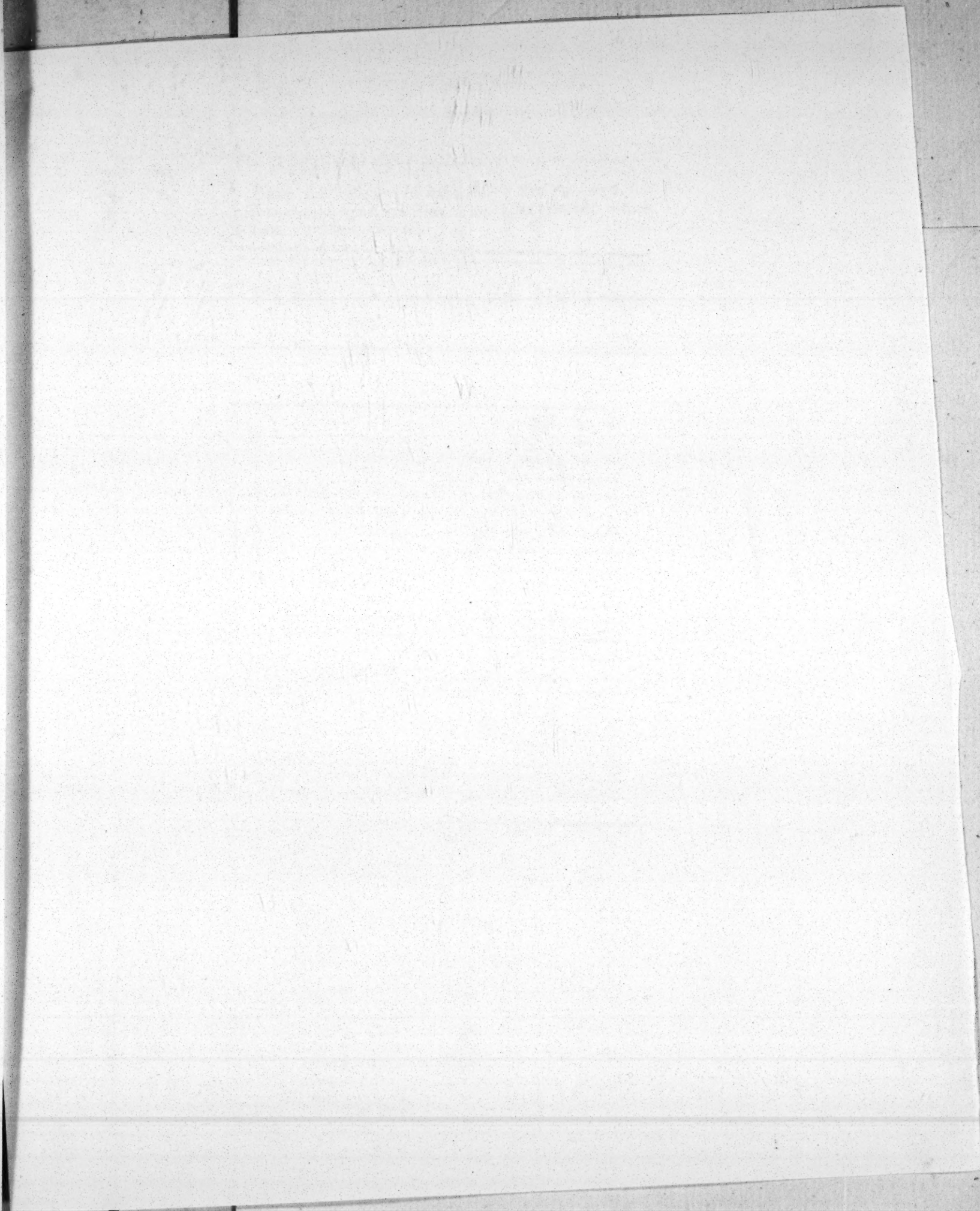
R<sup>d</sup> HOTHAM,

{ for George Hayter Com-  
mander, in his absence.

To the Honourable Court of Directors  
of the East India Company.

This tender was afterwards privately enforced, by the following Tables, to such of the Directors as were then in town, and who were open to conviction; and was refused to no one who asked for it.







The NEW MODE of regulating and chartering the East India Company's SHIPPING; deducting On Bombay, in order to countenance and cover the Inability of the small Ships; which are become so great a Bur should be rightly understood by the disinterested and unprejudiced Proprietors.

This TABLE exhibits, at One View, the Amount of the Freights of Five Kinds of Ships going out this Year; the Price the Com each Kind of Ship from each Place, including the Iron Kintledge, agreeable to Sir Richard Hotham's Tender, upon the Hon of Directors present Plan.

Clafs.	Coast and Bay.	Bombay.	China and Bencool
1st Clafs. Tons. Measures - 864 1-8 deducted 108 756	Tons. This Ship must be chartered for - 756 at - 27 10 5292 1512 Tons. 194 Surplus at 10 Guineas are - 2037 756 Charter Party. 950 at £. 24. 6d. with a Frac- tion of 65 s. make - - £. 22827	Tons. Chartered for - - - 756 at - 27 10 5292 1512 Tons. 144 Surplus at 10 Guineas are - 1512 756 Charter Party. 900 at £. 24. 15s. 7d. with a Fraction of 15 s. make - £. 22302	Chartered for - - - Tons. 136 Surplus at £. 12. 10s. 864 Charter Party. 1000 at £. 23. 6s. are - -
2d Clafs. Tons. Measures - - 804 1-8 deducted 100 704	Tons. This Ship must be chartered for - 704 at - 27 10 4928 1408 Tons. 156 Surplus at 10 Guineas are - 1638 704 Charty Party 860 at £. 24. 8s. 3d. with a Fraction of 65 s. - - - £. 20,998	Tons. Chartered for - - - 704 at - 27 10 4928 1408 Tons. 106 Surplus at 10 Guineas are - 1113 704 Charter Party. 810 at £. 25. 5s. 6d. with a Fraction of 5 s. - - - £. 20473	Chartered for - - - Tons. 96 Surplus at £. 12. 10s. 804 Charter Party. 900 at £. 23. 13s. 4d. are -
3d Clafs. Tons. Measures - - 758 1-8 deducted 94 664	Tons. This Ship must be chartered for - 664 at - 27 10 4648 1328 Tons. 136 Surplus at 10 Guineas are - 1428 664 Charter Party. 800 at £. 24. 12s. 2d. with a Fraction of 26s. 8d. - - £. 19688	Tons. Chartered for - - - 664 at - 27 10 4648 1328 Tons. 100 Surplus at 10 Guineas are - 1050 664 Charter Party. 764 at £. 25. 5s. 5d. with a Fraction of 61s. 8d. - - £. 19310	Chartered for - - - Tons. 102 Surplus at £. 12. 10s. - 758 Charter Party. 860 at £. 23. 10s. 4d. with Fraction of 13 s. 4d. are
4th Clafs. Tons. Measures - - 716 1-8 deducted 89 627	Tons. This Ship must be chartered for - 627 at - 27 10 4389 1254 Tons. 53 Surplus at 10 Guineas are - 556 10 627 Charter Party. 680 at £. 26. 3s. 6d. - - - £. 17799	Tons. Chartered for - - - 627 at - 27 10 4389 1254 Tons. 43 Surplus at 10 Guineas - - - 451 10 627 Charter Party. 670 at £. 26. 8s. 2d. with a Fraction of 8s. 4d. are - £. 17694	Chartered for - - - Tons. 53 Surplus at £. 12. 10s. 716 Charty Party. 769 at £. 24. 2s. 9d. with Fraction of 15 s. 3d. ar
5th Clafs. Tons. Measures - - 661 1-8 deducted 82 579	Tons. This Ship must be chartered for - 579 at - 27 10 4053 1158 289 10 £. 15922 10	Tons. Chartered for - - - 579 at - 27 10 4053 1158 289 10 £. 15922 10	Chartered for - - -

The Triton's Builders Tonnage 637 } The Average Tonnage is { So that a Ship of 661 Tons brings her Cargo from Coast and Bay at 27 10  
- Pacifick - - - 668 } 660  $\frac{1}{2}$ ; to avoid Frac- { The 2d Clafs of 804 Tons brings her Cargo from Ditto - - - at 24 8  
- Sea Horse - - - 676 } tions say 661 Tons. { Tho' these two Ships are chartered at the same Price, yet the  
large Ship brings her Cargo - - - - - £. 3 1

Again, the Ship of 661 Tons brings her Cargo from Coast and Bay - - - at 27 10 - - - From Bombay at 2  
All Ships in the Service, by Sir R. H.'s Plan, bring their Cargoes from Ditto at 23 10 - - - From Ditto at 24

£. 4 - cheaper per Ton - £. 3

So that it evidently appears, the smallest Ships are that } The 2d Clafs brings from Coast and Bay 860 Tons, at £. 4 00 che  
Burthen to the Company as before asserted; as is clearly } - - - from Bombay - - 810 Tons, at £. 3 100 che  
evinced by the following Proofs: } - - - from China - - - 900 Tons, at £. 4 00 che



ing One-Eighth Part of all the large Ships to be stationed for Coast and Bay, and  
a Burthen to the Company, that the Owners thereof are unwilling that Matter

the Company will pay  
the Honourable Court

Bencoolen.

Tons.  
864  
at - 25  
4320  
1728  
10s. - - 1700  
£. 23300

Tons.  
804  
at - 25  
4020  
1608  
10s. - - 1200  
are - £. 21300

Tons.  
758  
at - 25  
3790  
1516  
10s. - - 1275  
£. 20225

Tons.  
716  
at - 25  
3580  
1432  
10s. - - 662 10  
£. 18562 10

Tons.  
661  
at - 25  
3305  
1322  
£. 16525

This TABLE shews the Amount of each Ship's Freight, and the  
Price per Ton, if chartered upon the Plan I last Year offered; which  
I now re-assume by my present Tender.

To China.	To Coast and Bay.	To Bombay.	To Bencoolen.
Tons. Will bring 1000 at 21 £. 21000	Tons. Will bring 950 at 23 10 2850 1900 475 £. 22325	Tons. Will bring 900 at 24 3600 1800 £. 21600	Tons. Will bring 950 at 22 1900 1900 £. 20900
Tons. Will bring 900 at 21 900 1800 £. 18900	Tons. Will bring 860 at 23 10 2580 1720 430 £. 20210	Tons. Will bring 810 at 24 3240 1620 £. 19440	Tons. Will bring 850 at 22 1700 1700 £. 18700
Tons. Will bring 860 at 21 860 1720 £. 18060	Tons. Will bring 800 at 23 10 2400 1600 400 £. 18800	Tons. Will bring 764 at 24 3056 1528 £. 18336	Tons. Will bring 810 at 22 1620 1620 £. 17820
Tons. Will bring 760 at 21 760 1520 £. 15960	Tons. Will bring 680 at 23 10 2040 1360 340 £. 15980	Tons. Will bring 660 at 24 2640 1320 £. 15840	Tons. Will bring 710 at 22 1420 1420 £. 15620
Tons. Will bring 661 at 21 661 1322 £. 13881	Tons. Will bring 579 at 23 10 1737 1158 289 10 £. 13606 10	Tons. Must be char- tered for 579 at 24 2316 1158 £. 13896	Tons. Will bring 620 at 22 1240 1240 £. 13640

£. s. d. £. s. d. £. s. d.  
at 27 10 0 per Ton—From Bombay at 27 10 0 per Ton—From China and Bencoolen at 25 0 0 p. Ton  
at 24 8 3 per Ton—From Ditto - at 25 5 6 per Ton—From Ditto - - - - - at 23 13 4 .

£. 3 19 cheaper per T. & from D° £. 2 4 6 cheaper per T. from China - - at £. 1 6 8 cheap-  
er.

£. s. £. s.  
pay at 27 10 — And from China and Bencoolen at 25 — per Ton.  
at 24 — — And from China — — at 21 — per Ton.

£. 3 10 cheaper per Ton — — at £. 4 — cheaper per Ton.

00 cheaper than the small Ship; by which the Company saves £. 3,440 on that single Ship's Cargo.  
00 cheaper — — — the Company saves £. 2,835 on that Ship's Cargo.  
00 cheaper — — — the Company saves £. 3,600 on that Ship's Cargo.



	4053	4053
	1158	1158
579	289 10	289 10
	<u>£. 15922 10</u>	<u>£. 15922 10</u>

Tons.		The Average Tonnage is		So that a Ship of 661 Tons brings her Cargo from Coast and Bay at		£. s. d.
The Triton's Builders Tonnage	637	660 $\frac{1}{3}$ ; to avoid Frac-		The 2d Clafs of 804 Tons brings her Cargo from Ditto - - -		at 27 10 0
— Pacifick — —	668	tions fay 661 Tons.		Tho' these two Ships are chartered at the same Price, yet the		at 24 8 3
— Sea Horfe — —	676			large Ship brings her Cargo — — —		£. 3 19
	<u>1981</u>					

Again, the Ship of 661 Tons brings her Cargo from Coast and Bay	—	—	at 27 10	—	From Bombay at 27	£.
All Ships in the Service, by Sir R. H.'s Plan, bring their Cargoes from Ditto	—	—	at 23 10	—	From Ditto at 24	£.
						<u>£. 4 — cheaper per Ton — £. 3 —</u>

So that it evidently appears, the smallest Ships are that } The 2d Clafs brings from Coast and Bay 860 Tons, at £. 4 00 cheap  
Burthen to the Company as before asserted; as is clearly } — — — from Bombay - - 810 Tons, at £. 3 10 0 cheap  
evinced by the following Proofs: } — — — from China - - - 900 Tons, at £. 4 00 cheap

This T A B L E shews the Amount of each Ship's Freight, and Price per Ton, agreeable to the General T for Surplus Tonnage.

C O A S T and B A Y.																		
		Tons.		£.	s.	d.			£.	s.	d.							
First Clafs.	{	Charter Party	—	756	—	at	29	10	—	is	—	—	22,302	—	{	Charter Party		
		Surplus	—	194	—	at	14	15	—	is	—	—	2,861	10			{	Surplus —
		This Ship will bring 950 Tons, at 26 9 9 With a Fraction of 7s. 6d. is £. 25,163 10 —																
Second Clafs.	{	Charter Party	—	704	Tons,	at	29	10	—	is	—	—	20,768	—	{	Charter Party		
		Surplus	—	156	—	at	14	15	—	is	—	—	2,301	—			{	Surplus —
		This Ship will bring 860 Tons, at 26 16 5 With a Fraction of 61s. 8d. is £. 23,069 — —																
Third Clafs.	{	Charter Party	—	664	Tons,	at	29	10	—	is	—	—	19,588	—	{	Charter Party		
		Surplus	—	136	—	at	14	15	—	is	—	—	2,006	—			{	Surplus —
		This Ship will bring 800 Tons, at 26 19 10 With a Fraction of 13s. 4d. is £. 21,594 — —																
Fourth Clafs.	{	Charter Party	—	627	Tons,	at	29	10	—	is	—	—	18,496	10	{	Charter Party		
		Surplus	—	53	—	at	14	15	—	is	—	—	781	15			{	Surplus —
		This Ship will bring 680 Tons, at 28 7 — With a Fraction of 5s. is — £. 19,278 5 —																
Fifth Clafs will bring		—	—	579	Tons,	at	29	10	—	is	—	—	£. 17,080	10	Will bring —			

The 5th Clafs brings her Cargo from Coast and Bay	—	—	—	—	at 29 10 0 per	£. s. d.
The 2d Clafs Ship (by Virtue of Surplus Tonnage at 10 Guineas) brings her Cargo from Ditto	—	—	—	—	at 24 8 3	
Though these two Ships are chartered at the same Price, the larger brings her Cargo	—	—	—	—	£. 5 19 che	

Again, the Ship of the 5th Clafs brings her Cargo from Coast and Bay	—	—	—	at 29 10 0 per	£. s. d.
All Ships in the Service by Sir R. H.'s Plan bring their Cargoes from Ditto	—	—	—	at 23 10 0	
This shews the Difference between the present and Sir R. H.'s late Tender to be	—	—	—	£. 6 00 ch	

So that the 2d Clafs Ship of 860 Tons, from Coast and Bay, at £. 6 — per Ton, creates a Saving  
Ditto — of 810 Tons, from Bombay, — at £. 5 10 per Ton, produces a Saving



B O M B A Y.											
Party	Tons.		£.	s.	d.			£.	s.	d.	
—	756	Tons, at	29	10	—	is	—	22,302	—	—	
—	144	— at	14	15	—	is	—	2,124	—	—	
Ship will bring	900	Tons, at	27	2	9	With a Fraction of 45 s. is	—	£. 24,426	—	—	
Party	704	Tons, at	29	10	—	is	—	20,768	—	—	
—	106	— at	14	15	—	is	—	1,563	10	—	
Ship will bring	810	Tons, at	27	11	4	With a Fraction of 50 s. is	—	£. 22,331	10	—	
Party	664	Tons, at	29	10	—	is	—	19,588	—	—	
—	100	— at	14	15	—	is	—	1,475	—	—	
Ship will bring	764	Tons, at	27	11	4	With a Fraction of 41 s. 4 d. is	—	£. 21,063	—	—	
Party	627	Tons, at	29	10	—	is	—	18,496	10	—	
—	43	— at	14	15	—	is	—	634	5	—	
Ship will bring	670	Tons, at	28	11	—	With a Fraction of 45 s. is	—	£. 19,130	15	—	
Ship will bring	579	Tons, at	29	10	—	is	—	£. 17,080	10	—	







These clear proofs, attended with many other striking advantages, particularly that part of the York's tender of twenty-two pounds *per* ton to Bencoolen, which gave an apparent saving to the Company of more than nine pounds ten shillings on each ton of nett goods, engaged the Court of Directors to come to a resolution of taking up this ship, three weeks before they could settle the freight with any other ships Owners, except the Dutton; who were so satisfied with the propriety of my tender, after I had explained it to them, that they immediately withdrew theirs, and re-tendered on my terms. Others quickly become convinced, and were ready to engage on the same conditions; but, having signed the private contract at the King's Arms, found they could not decently retract, notwithstanding some of them had provided copies of my tender, ready to be delivered, if a favorable opportunity had offered. This was discovered by the contrivers of this *notable* scheme; who were then reduced to a necessity to close with the Directors, on the best terms they could; which were, to Coast and Bay, and Bombay, at twenty-six pounds ten shillings *per* ton, being three pounds *per* ton under *their first tender*, and which alone made a clear saving to the Stock-holders, on the Coast and Bay and Bombay freights, of TWENTY-THREE THOUSAND TWO HUNDRED AND FOURTEEN POUNDS. Had they not then complied, their ships would inevitably have been put by: for others were ready to tender on my plan: nay, three tenders were offered; and more were prepared to be delivered. Thus the Directors, and the contending ships Husbands, had assurance, that the Company might have a sufficient number of ships on the terms the York was taken up at: so that, through *necessity*, those persons submitted, who had hitherto given laws to the whole Direction; no doubt, harbouring some resentment against those, who had forced them to comply.

Fourteen ships being now taken up, they were stationed, as was most agreeable to the sense of the Court of Directors; each Owner using his utmost interest to obtain the voyage he most desired. By this time the reader will be aware, that One, if not Two, of the fourteen, were marked FOR OPPOSITION; twelve ships being first served by their superior influence. The other two must be stationed somewhere, as they were then taken up. It fell to the lot of the Dutton, whose Owners are supposed to have no great weight with the Court of Directors, to be stationed to Coast and Bay. Good luck for them; though perhaps not intended: for the friends of the old system had not yet had their eyes opened. This ship was taken up *at what*



*she could bring*, at twenty-three pounds ten shillings per ton. What *she will* bring, time will discover; that rests with the Captain and Officers: for her Owners cannot go to Bengal, to re-stow her; as the Owners did to Gravesend, to re-stow the York, after the Captain had assured them, with a grave, but discontented face, that the ship was full, and could not take in her tonnage, *or any thing near it*. The Owners were astonished at his audacity, and amazed at his report; having watched with more than usual diligence, foreseeing who they had to deal with, expecting some unfair play, if it could possibly be practised\*. They had discovered various deceptions, to prevent the ship from performing that real service they had both publicly promised, and had actually undertaken. A few instances may suffice. The Commander declared the ship was *tender*, before she was well in the water, and therefore solicited *two hundred tons of kintledge*, a thing never before heard of†. The Company's Purbec stone, intended for St. Helena, was called *twenty-one ton*, but on weighing (which gave great offence to some people, whose names I forbear to relate at *present*) was found *forty-five tons and eighteen hundred*. The tiles were called *fifteen tons*, but in fact weighed *thirty-seven tons*. Many other circumstances of this sort presented themselves, which highly justified *this ship's* Owners in using an extraordinary caution. For had the ship been as large as the first class, this kind of proceeding must soon have filled her, or else sunk her. Either would have defeated the Owner's intention, of shewing the abilities of the Company's ships in general. This ship was now become the object and dread of the whole opposition, lest truths should come forth too plain to be denied. However, the Owners went down to Gravesend,

\* The reduction of Shipping was as injurious to certain Clerks in the East India House as the public knowledge of what each ship could take Out and bring Home was disagreeable to the Company's Commanders; for half the usual number of Outward-bound ships produce only half the usual perquisites to the Clerks, and in this expensive age must operate very strong on the minds of any set of men who lose half their income; I mean, by touching on this subject, to say, I wish (for more reasons than one) to recommend proper means to reimburse these Gentlemen, *if their present salaries are found insufficient*.

† His intention was understood by his Owners in a twofold sense; if they had been weak enough to have granted his unreasonable request, it certainly would not only have contributed towards sinking the ship *outward bound*, but would also have stiffened her *homeward bound*, and thereby enabled him to have brought a much larger quantity of Arrack from Batavia to St. Helena; which idea, they conceive, *he still retains*, by his frequent intimation that the ship *is tender*.

(which



(which was little expected) and found some cause for the alarm that had been propagated. The ship was certainly, *in appearance*, full; and *nine large boys deeply laden laying in-shore*: the Officers on board were totally unemployed, wilfully refusing the goods, under a pretence that the ship could not receive them. The Owners then discovered that their ship was artfully blown up, by the goods being very awkwardly stowed. *To work they went*, and in a few days took all on board, which was above THREE HUNDRED TONS, and, the ship did not then appear so full, as when they first viewed her. The Commander, who was in town during this transaction, excepting one short visit out of curiosity, was, with the assistance of his friends, and those who joined them, for the sake of opposition, industriously misrepresenting matters to the Directors and others; reporting the ship so deep laden, that it was *unsafe to go to sea in her*; that *no pilot would take charge of her*; and that *you might wash your hands out of the port-holes, &c.*: by which means a Committee of Shipping, composed of four very respectable persons, was procured to go down to Gravesend to visit the ship. A circumstance, I believe, never before heard of. The candid and polite behaviour of those Gentlemen, on that occasion, not only reflected the highest honour on themselves, but likewise turned out very fortunate to the Stockholders, as well as to the Owners of the ship. Angry Despair had driven the sharp-pointed nail of Spite with the hammer of Envy, the shaft of which was made of *April influence*; otherwise they could hardly have prevailed for such an unusual favour. Their hope was, to have found matters turn out as they wished, and as their want of knowledge had suggested; this step, however, not only clenched, but rivetted that business, which their unkindness intended should serve a contrary purpose.

Two things here present themselves worthy observation. The first; Had they not mistaken the means of proving the ship's incapacity to take out her tonnage, by attempting to overload her; or had they contrived to have withheld the Company's goods from being sent on board; her abilities to take them in would have remained *still a secret*. Secondly; Had they not raised the clamour in town they did, had they not caused a Committee of Shipping to go down, the ship's performance could never have been so well *authenticated*. Thus these superannuated Mariners suffered their favourite ship, Malevolence, to run foul of these two visible rocks, and be dashed in pieces, in the face of the whole world, merely for want of one skilful pilot.



The following letter, written by the Captain at Gravesend to the Committee; their directions, after the survey, together with the Committee's report to the Directors, at their return to London, with the Captain's letters and Pilot's examination, will set this extraordinary affair in such a clear light, that there can remain little more at present necessary to be said upon that subject.

“ Honourable Sirs,

“ I beg leave to acquaint your Honours, that the tonnage laden on board  
“ the Ship York having turned out to much greater amount than the esti-  
“ mate at first allotted for her, whereby the ship is lumbered; I there-  
“ fore request your permission, with the consent of my Owners, to take out  
“ thirty or forty tons of such articles as your Honours may think proper;  
“ and am,

“ Honourable Sirs,

“ December  
9th, 1773.

“ Your most obedient humble Servant,  
(Signed)

“ GEORGE HAYTER.”

“ To the Honourable Com-  
mittee of Shipping.”

“ To Captain George Hayter, Commander of the Ship York.

“ Sir,

“ The Gentlemen of the Committee of Shipping having taken into con-  
“ sideration your letter of yesterday's date, advising the Ship York being in  
“ a lumbered condition, and that the same is owing to the real tonnage  
“ laden on board her having turned out to a much greater amount than the  
“ estimate at first allotted; the Committee direct me to acquaint you,  
“ they approve of your taking out from thirty to forty tons of goods in-  
“ tended for Bencoolen, consisting of the following articles; viz.

	Tons	Feet
“ Flour, 204 Casks, which by measurement turn out to be	31	—
“ Tin ware and lanthorns	—	1 30
“ Turnery	—	1 —
“ Machine for drawing up trees	—	6 —
	39	30

“ And



" And I am further ordered to acquaint you, the Committee recommend  
 " all possible dispatch being made in the execution of this business, as, in the  
 " Committee's opinion, there will then be sufficient room left to make the  
 " York a clear ship, and in every respect fit to proceed on her voyage.  
 " I am,

Sir,

" Your most obedient Servant,

(Signed)

" Gravesend, 10th Dec. 1773.

" R. KING."

Copy Minutes of the Committee of Shipping, dated the 10th December,  
 1773, at their return to London.

" Captain Hayter having addressed a letter to the above Gentlemen as a  
 " Committee, setting forth, that the York was lumbered, owing to  
 " the tonnage laden on board her turning out to a much greater amount  
 " than the estimate, and requesting permission, with the consent of his  
 " Owners, to take out thirty or forty tons of such articles as may be  
 " thought proper; and the same being taken into consideration, it was  
 " agreed, that tonnage to that amount, consisting of flour, and other ar-  
 " ticles intended for Bencoolen, should be taken out of the York; and it  
 " was farther recommended to Captain Hayter, to use all possible dispatch  
 " in the execution of this business, as, in their opinion, there would then  
 " be sufficient room left to make the York a clear ship, and in every re-  
 " spect fit to proceed on her voyage."

Copy of the Company's Officers Report, from on board the York, to Mr.  
 Charles Thomas Coggan, dated at the Hope, Dec. 15th 1773.

" Sir,

" Since our Report yesterday, we have received on board the ship York,  
 " on account of the Honourable Company, one box of books for Ben-  
 " coolen: at 3 P. M. weighed anchor from Gravesend, and came to an  
 " anchor here at 5 P. M. the wind easterly.



" The Captain and all the Mates on board, Petty Officers, } 99  
 " and Seamen — — — — — }  
 " Soldiers — — — — — 86  
 " Surgeon and his Mate on board.

	Feet.	Inch.
" Draft water Forward — — —	22	—
" — — Aft — — —	21	6
	<hr/> 21	<hr/> 9

" We are Sir,

" Your most humble Servants,

(Signed)

" WM LEWIS,

" JN<sup>o</sup> RITCHIE."

Extract of Mr. William Lewis, the Surveyor on board the York, his account of that Ship's movements.

" Friday 24th Dec. 1773. At 4 P. M. wind at N. E. the ship got under weigh, and proceeded on her voyage.

" Draft water Forward { 22 1 }  
 " — — Aft { 21 7 } 43 8

$\frac{1}{2}$  21 10 upon an even keel.

(Signed)

" WM LEWIS."

Observations respecting the ship York's draft of water; viz. on the 9th December 1773.

" When she was visited by the Gentlemen of the Committee of Shipping  
 " deputed to go to Gravesend, she drew, on an even keel, twenty-one feet  
 " eight inches and a half. In the evening of that day, upon a written  
 " application from the Captain to the Gentlemen of the Committee,  
 " they ordered forty tons of goods to be taken out of her, which con-  
 " sisted of two hundred and twenty packages, and which were found  
 " to bring the ship to twenty-one feet five inches and a half draft of water,  
 " being nearly equal to one inch for every twelve tons weight. At this  
 " time



“ time the Committee were given to understand, that every thing intended  
“ to be shipped (except a few trifles) was on board.

		Ft.	In.
“ Observations made afterwards upon	On the 11th December,	21	5 $\frac{1}{2}$
“ the Journal kept by the Com-	12th — —	21	6 $\frac{1}{2}$
“ pany’s Surveyor on board said	13th — —	21	7
“ ship; viz.	14th — —	21	7
	15th — —	21	9
“ Draft of water on an	16th — —	21	10
“ even keel	17th — —	21	10
	18th — —	21	10

At this time other ships were visited at the same place, which had not half the quantity of goods on board, on the *Company’s account*, as the York had. And, if report speaks truth, full as much lumbered as she *ever was*, notwithstanding the clamour that had been made by the Captain and his friends, and by those of the opposition. As to the depth of water, the case really stood thus: the wales of the York, at the entering ladder, were nineteen inches *out of water*, the hawse-holes *seven feet eleven inches out of water*. The wales of the Bute, though she had not then taken on board all her lading, and was afterwards to proceed to Madeira to take in a large cargo of wine, were two inches *under water*, and her hawse-holes *four feet nine inches* out, which is three feet two inches nearer the water than the York’s. No public notice has yet been taken of this particular: But if the Proprietors call for this proof, *it can be given*. Two days after the Directors return from Gravesend, the following paragraph appeared in the Public Ledger, the thirteenth of December; and which I here re-print, in order not only to show the time, when I was at first attacked, but likewise the injustice done me at that time; viz.

“ The inconveniencies of the change in the manner of taking up their  
“ ships, into which the East India Company have lately been led, by the  
“ wild proposals of Sir Richard Hotham, begin now to be felt. A ship,  
“ in the river, which has taken in her lading, according to the full ton-  
“ nage as by builders admeasurement, was found, even though no room  
“ had been allowed for the Officers privilege, to be in such an embarrassed



“ and distressful condition, that she could not proceed on her voyage  
 “ without the utmost hazard. The Commander was, therefore, under the  
 “ necessity of making a representation of the matter to the Directors ; who  
 “ have appointed a Committee of four of their body, three of whom have  
 “ been Commanders in the Company’s Service, to visit the ship, and report  
 “ the true state : and it is not doubted, but there will appear a strong ne-  
 “ cessity for making a change in this new mode, so equally injurious in its  
 “ consequences to the Company and the Owners.”

And on the 8th of January last, the following very extraordinary performance appeared from an anonymous writer in the Morning Chronicle : an exact copy of which, so far, as the paper I have by me will allow, I insert for the Reader’s observation ; and as it wants truth or candour in all its parts, my time would be ill spent in taking any further notice of it.

“ To Sir Richard Hotham, Knight.

“ Sir,

“ Being just returned from Deal, I had not an earlier opportunity of  
 “ seeing your advertisement in the Gazetteer of Friday last, in relation to the  
 “ York Indiaman ; but as I was on board the ship, and made some obser-  
 “ vations on her real condition, I beg to be indulged in a few remarks on  
 “ the subject.

“ You say, that she has taken on board above one thousand tons on the  
 “ Company’s account. This, Sir, is a fact which I shall not dispute ; I mean  
 “ only, from a few simple truths, to shew what have already been the con-  
 “ sequences, and what are still further to be apprehended.

“ First ; To prevent the ship foundering, even in the river, it was found  
 “ necessary to caulk in her ports, and plug up the scuppers, so that, even in  
 “ this cold season and climate, the crew could hardly breathe between decks.

“ Secondly ; The manger was so full of stores, and the ship, in general,  
 “ so lumbered, that when she was in the *Swin*, she took in so much water  
 “ at her hawse-holes, that she was in a manner water-logged for a confi-  
 “ derable time ; it being impossible to clear the scuppers to give it vent.

“ Thirdly ; The gun-room was so crowded, that the tillar could hardly  
 “ traverse ;



“ traverse; and, should it happen to break, by the ship’s touching the ground,  
 “ it will be scarcely possible to reeve another.

“ Fourthly; Not a cable was clear for running; a convincing proof of  
 “ which was, that the first time they let go the anchor, on leaving Graves-  
 “ end, the cable was foul within board, and a Quarter-master, endeavour-  
 “ ing to clear it, was almost killed in the attempt.

“ Fifthly; Great part of the sea store of water was upon the gun-deck,  
 “ and even upon the upper deck; and chests of wine, sails, &c. were  
 “ stowed in the steerage; a most extraordinary birth, every seaman must  
 “ know, for so very essential an article as sails.

“ Sixthly; Not a gun was clear, fore and aft: they are consequently to-  
 “ tally unserviceable; and the ship might, in such a situation, become  
 “ the easy prey of \*                      ry pirate, with hardly a possibility of acting  
 “ in self defence.

“ Seventhly; A considerable part of the Company’s cargo was on the  
 “ gun-deck; greatly exposed to damage.

“ Eighthly; Two heights of deal were fore and aft on the gun-deck, so that  
 “ it must be impossible to keep the decks clean and wholesome; which, with  
 “ the stagnation of air, in consequence of caulking the ports, can scarcely  
 “ fail to occasion an epidemical distemper in the sultry latitudes. With  
 “ regard to the poor soldiers on board, God have mercy upon them; for it  
 “ is ten to one if any of them get to India, able to carry a musket, if  
 “ alive, or be in any manner fit for service: so that, in this instance, the  
 “ Company may be said to be at the expence of sending out soldiers only to  
 “ be thrown overboard in the passage, or to languish in their hospitals abroad.

“ Ninthly; The small indulgence of private trade, granted to the Com-  
 “ mander and principal Officers, was stowed in their own cabbins, which  
 “ deprives them of every accommodation necessary for the proper per-  
 “ formance of their duty; whilst, at the same time, the inferior Officers  
 “ cabbins being knocked down, the stores wanted for the ship’s immediate  
 “ use, in her passage to the Downs, could not be got at.

“ What have already been the consequences? Every seaman, who knows  
 “ her situation, declares, that, had she met with foul weather in the river,  
 “ and happened to touch the ground, she never had got to the Downs;  
 “ and there is not a pilot in the river who would again take charge of a

\* N. B. The paper in this part is so defective as not to be read.



\* ship so alarmingly circumstanced. \* The carpenter, fully sensible of the danger, would not proceed the voyage; and the seamen, from the dismal prospect before them, deserted in great numbers, though, such is the want of employment at present, that the poor fellows would be happy to go on board any other ship in the service, almost for mere subsistence.

" In a word, the ship's company, from the Commander downwards, have been forced to sea with the most melancholy apprehensions; and, should the ship happen to be caught in a hard gale, she must either founder, or, in self-preservation, the third part, perhaps, of a valuable cargo must be heaved overboard.

" From these facts and observations, hastily thrown together, I submit to every prudent man, to every humane reader, how far it ought to be considered as a commendable œconomy, to risk so many lives, and the total or partial loss of so rich a cargo, for the poor saving of a few tons of freight.

" It is still *possible*, however, that the York may, nevertheless, perform her voyage. It is *possible* too, that an *old hofier* may become an expert Seaman; but Heaven help the Company, and the Owners, if the safety of such valuable ships and cargoes are to depend on the precarious tenure of such possibilities. Your inserting the above remarks, which, I think, it highly concerns every Shipping Owner to be acquainted with, will much oblige

" Your constant Reader,

" A Seaman.

" P. S. The Commander, who has the character of an able Officer, was not allowed, as usual, to have any concern in the stowage of his own

\* " She drew twenty-two feet one inch water forward; so that her getting round at all, seems to be one of those hazardous experiments, of which, men of knowledge and prudence will never attempt a repetition. When the Royal George, of one hundred guns, built at Woolwich, was going round to Portsmouth, to take in her guns and stores, though she only then drew twenty-one feet water, it was judged so dangerous, that she was attended by a number of sloops of war and tenders, with all the assistance that could be procured from every dock-yard in the river; yet the York draws above one foot more water, and, considering her prodigious cargo, is perhaps three or four times more valuable."

" ship;



“ ship; he is, therefore, blameless; neither is the most distant reflection  
 “ meant to be thrown upon the Court of Directors, as it is believed to be an  
 “ innovation, which they have adopted with reluctance: let those only feel,  
 “ who, with the most oppressive inhumanity, have persisted, against  
 “ every conviction, in carrying through a plan, dictated by ignorance and  
 “ avarice; and which experience has now proved to be big with barbarity  
 “ and danger.”

Extract from Captain Hayter's Letters, dated Downs, December  
 23d, 1773.

“ We left Holy-Haven Monday morning, and got round the Long Sand  
 “ by six in the evening; we were rather tedious in getting up to the Fore-  
 “ land, having contrary and unsettled winds; the ship seems to behave  
 “ hitherto very well, works handy and quick, and, from the little judgment  
 “ I can form at present, will sail as fast as most ships: We had a fresh  
 “ wind, and some sea in working in; she seems very lively, though deep,  
 “ but rather *tender* for an outward-bound ship; but we beat the light  
 “ colliers coming down the Swin.”

Extract from Mr. John Broad the Pilot's Letter, dated Deal,  
 December 26, 1773.

“ We got our sails set, and every thing complete; I hope they will  
 “ have a prosperous voyage; as the York is a very fine ship, and, by  
 “ all appearance, will answer the purpose; for she will do any thing  
 “ but speak.”

The following Paper is the Examination of the Pilot, before a  
 Committee of Shipping; who sent for him, in consequence of  
 many shameful and unjust reports being spread abroad, to the pre-  
 judice of the ship York.

“ 21 January, 1774.

“ Mr. Samuel Clements, who piloted the ship York from Gravesend to  
 “ the Downs, being examined as to the state of that ship, said, That  
 “ she was a little lumbered, and pretty deep; that she was a very fine  
 “ sea



“ sea boat, and rose pretty free ; that there were several casks upon deck,  
 “ and several butts of water a-head forward upon the gun-deck, and the  
 “ steerage so lumbered, that two or three of the Officers cabin doors were  
 “ cut in two ; that the cables were coiled too near the beams ; and the  
 “ greatest inconvenience, he knew of, was from their being so high. A Quar-  
 “ ter-master had like to have been killed in the bends of a cable. — Never  
 “ carried a ship down quite so lumbered, or so deep. — They had fine wea-  
 “ ther down ; and did not anchor till they got to the Long-sand head. —  
 “ That he did not make any difficulty about carrying her down ; but told  
 “ Captain Tanner, it would be very ugly if they should be caught in a gale  
 “ of wind with the cables so high. — The hawse-holes and ports are very lofty,  
 “ and rather higher than other ships. — Denies that he ever said, as has  
 “ been reported, that if the York had met with a gale of wind in the Swin,  
 “ she must have foundered : on the contrary, he believes the ship would  
 “ have rode out a gale of wind as well as any other ship.”

#### Observations on Mr. Clements's Letter.

He says,—The ship was a *little* lumbered, and *pretty* deep. Was it possible she should be otherwise ? After all was taken out of her at Gravesend, to the full satisfaction of the Committee of Shipping, her draft of water was only *twenty-one feet five inches and a half* ; but after the Ship-owners had left her to the care of this *very Pilot*, and the *Commander*, by some *untoward means* or other, she became deeper in the water by taking out forty tons of goods : but how this happened the *Pilot does not tell us*.

In short, she drew from five to seven inches more water for being *lightened*, and nothing afterwards put on board by the *Owners* ; which in that ship is equal to sixty or seventy tons weight ; but in measurement may amount to near one hundred : So that the very means that made her *pretty deep*, would cause her also to be a *little lumbered*. It is proper also to observe, that Captain Tanner never saw Mr. Clements, the pilot, after he went on board ; therefore he could not possibly have any conversation with him about the state or condition of the ship, before the Pilot had made his observations. — The partiality of the Pilot may be seen from this *particular circumstance*.

The following remark seems fairly due to the Owners of this ship : It was by them first contended, she could take out her own builders tonnage, which



which were seven hundred and fifty-eight; but the Directors requiring her to take out eight hundred and ninety-eight, they readily undertook to do it; being conscious of the ship's abilities. Those, whose interest prompted them to suppress this *important truth*, began to ridicule the attempt; which the Owners did not much regard. But when a larger quantity of goods was sent on board, by the Company's servants, above the stipulated allotment, without apprizing the Owners thereof; and so many hoys down at the same time, pressing to deliver them, and, by their behaviour, wishing to have them refused; it created such an alarm, that they began to suspect it was intended to load the ship, till she could not either carry, or receive any more, and that they might be under the necessity of returning some part of the cargo; on which a public clamour might be raised, and by those means discountenance the whole proceeding. It was then resolved to receive all that was sent, on board; which surprized and so much enraged these disappointed opposers, that there were now no means left to disgrace this measure, but to have inspectors from Leadenhall-street; not doubting, but the ship would be found in that *embarrassed* state in which she had been publicly represented: but they were again defeated, by the report of those Gentlemen to the Court of Directors, at their return to Leadenhall-street. Recourse has since been had, by anonymous writers, as I have observed, to misrepresent these circumstances. The additional tonnage, above the estimate first allotted, was so large, that, taking out *thirty* or *forty* tons, (the utmost quantity the Captain could presume to petition for; as he well knew that the Committee attended by his Owners, would survey the ship the next day) was so inconsiderable a deduction, that it would answer no other purpose than acquiring an opportunity to substitute other goods more advantageous to himself in their stead. The ship's draft of water was *twenty-one feet five inches and a half*, when the goods were taken out; but she sailed at *twenty-one feet ten inches* from the Downs; and the salt water is supposed to make two inches difference. The Owners of this ship submit it to the Stock-holders, wherein they could possibly be to blame: for had the Captain not found the *thirty* or *forty* tons, he petitioned to be taken out, *sufficient to answer his warmest wishes*, why did he not petition for more? But his utmost request being fully complied with, and the Committee having given their opinion, *in writing*, that *thirty* or *forty* tons, being taken out, would make her a *clear ship*, and in every respect fit to

D

*proceed*



*proceed on her voyage*; should the consequence be ever so bad, the Ship-owners are certainly, to all intents and purposes, exonerated; unless it can be imputed a fault in them, to prove the capacity of the Company's ships *in general*; and thereby to inform the Stock-holders of the proper means of reducing their future freights: for, most undoubtedly, a ship that can take on board one thousand and seventy-one tons, can bring an equal tonnage home. But this is one of those great truths, that will be prevented from gaining credit, if art, influence, clamour, and opposition, can stifle it.

Much has been said of the cruelty and oppression of the Owners of the York, towards their Commander.—The following relation is such a striking instance of the contrary, that I do hope the Stock-holders will enquire into the truth of it.—It is usual for the Commander of the Saint Helena and Bencoolen ships, to have leave from the Directors to touch at Batavia, in order to take in arrack and sugar for Saint Helena, but not without the consent of the Owners. The Owners of the York not only agreed to it, but solicited that favour in behalf of their Captain. But when the Commander, regardless of his Owner's interest, attempted to go to Batavia *outward bound*, they made their objections: for the following reasons: Fifty soldiers were then on board for Bencoolen, besides the ship's company: The expence of their maintenance, for at least *twenty-eight* days longer, and in a very hot country, might, at the latter end of so long an outward-bound passage, occasion great mortality in the ship: the success of the whole voyage, the lives of the people\*, and the company's cargo, might be greatly endangered. They had no objection to his touching at Batavia homeward-bound: but this did not satisfy Captain Hayter, the Commander. The Owners, therefore, in order to bring him into temper, offered him a bond of *two thousand guineas*, on condition that she made her voyage (payable out of the first freights received after the ship's return) if he would wave his present purpose of going into Batavia; and bring home pepper for his Owners, in lieu of arrack, &c. on his own account to Saint Helena. Even these proposals were scornfully rejected. Notwithstanding this, and many other gross provocations, the Owners did not, either at that or at any other

\* The boasted humanity in the Seaman's letter (page 13) respecting the preservation of the men's lives, did not shine forth in the Captain on this occasion, as his own interest was his object,



time, refuse his touching at that port *homeward-bound*; though it was intirely at their own private option.

The method propofed to repay the Owners is here described.

In order to convey a proper idea to the reader, of this very extraordinary offer, the following ftate of that fact is here prefented, for their obfervation; by giving an exact copy of the paper put into Captain George Hayter's hands, to induce him to embrace the offer.

" Suppose the fhip touches at Batavia, and the Commander and Officers are intitled, by the Company's utmoft indulgence, to bring fixty-two tons, and you give them one hundred and fixteen leagers of arrack, reckoning one hundred and forty-five gallons to each leager, and two hundred and forty gallons to a ton, that will be fixteen thousand eight hundred and twenty gallons, equal to feventy tons of arrack, befides the ftowage of fugar upon them, equal to at leaft *ten tons more*.

" D'	C'
" Grant that 16,820 gallons of ar-	" Allow the Owners to lofe 28
" rack yield a profit of 2s. 6d.	" days demurrage,
" per Gallon, at £. s. d.	" at £. 18. 6s. 2d. £. s. d.
" Saint Helena, is 2,102 10 —	" per day, is — 512 12 8
" To Balance — 20 2 8	" 50 Paffengers diet
	" for 28 days, at 1s. 70 — —
	" 70 Tons lefs pep-
	" per brought, at
	" £. 22. — — 1,540 — —
<hr/> £. 2,122 12 8 <hr/>	<hr/> £. 2,122 12 8 <hr/>

" P. S. The difference is, this fhip, by going into Batavia, will be *one month* longer out, which may occafion her to ftay *one year* longer at home; alfo, a prefervation of the lives and health of many of the fhip's company; befides preventing them from deferting the fhip, and running to the Dutch fettlements, if they called there *outward-bound*."

D 2

I beg



I beg leave now to recommend to the Proprietors, who wish to be informed, carefully to attend to the self-evident advantages that would arise to the Company, were the ships in their service so reduced, that all, or near all, of them could go out the same year, in which they came home. The Ship-owners could then well afford to let their ships for less freights; because not only the ships, but their stores, would be fairly worn out in their service. Both ships and stores certainly decay as much by laying by for two or three years, as they would do, were they employed for a full voyage. But if the ships and stores are to lay to rot for two or three years, the repairs will become, as usual, a very heavy, and uncertain expence, to those concerned; by which means, they are rendered incapable to make an *equitable* estimate of their future service to the Company; as the repairs and refittings can be so little understood, till the ships are stript, and their condition, after two or three years lying in the wet dock, can be ascertained. And as to the stores in general, they had better be sold at the end of each voyage for what can be got. The injury they will receive by laying by, and the interest of the money, would be saved to the Ship-owners, and turn out to much better account. But were the ships to go out the same year, as soon as unloaded they would be ordered into dock; much less repairs would then be found necessary, and great part of the rigging, sails, &c. might be so refitted, as to serve again. Thus the out-set, by good management, might be greatly reduced; and the builders *enormous charges* could not probably be above half of what they *now* amount to. These are those kinds of heavy expences that distress the Company, and decrease the Ship-owners dividends. Suppose a ship to make four voyages in ten years, instead of fourteen or fifteen; the same earnings would produce such an interest for the last four years, as would be a consideration worthy the notice of any sensible calculator. In short, there is a profit to be fairly got out of the extravagancies, that have of late years been practised, by having too many ships employed; which is one principal cause of your warehouses being too full of *goods*, and your treasury so empty of *money*. In truth, your former leading Directors, either did not understand the nature of freighting ships, or else did not properly attend to the true interest of the Stock-holders; which has very much contributed to their present distress.

The wanton destruction of English timber likewise, by having *eighty-*  
2
*eight*



*eight* ships instead of forty, if examined into, proves too much. Its mischiefs extend to all the ships built and repaired, fitted and refitted, in all the ports of England; as well as to his Majesty's Navy. Does it not enhance the price of timber, labour, masts, yards, sail-cloth, hemp, pitch, tar, iron, &c. &c? Surely it does. It is a tax most improperly paid by every merchant in England, as well as by the public. Look well then into your affairs, and learn to understand them. Be assured, that *great, honourable*, and *very proper* savings may be made, if you appoint able persons to conduct them: on that much depends. No Directors will manage the worse, for its being publicly known, that you, yourselves, not only understand, what is proper to be done, but that you will be careful, as much as possible, to see it carried into execution.

But alas! how is this very desirable end to be accomplished? can you, under your present circumstances, chuse able disinterested Directors? can you break that strong chain of shipping-interest, and its influence, that has too long controuled them? If you can *do this*, all may go right. Your Commanders may then be governed; but at present some of them controul their Owners, by the secret countenance of their many friends in the Direction. Under such protection, they seek every occasion to quarrel with, and bid bold defiance to those who employ them. Their notions of getting suddenly and unreasonably rich, lead many of them into irretrievable misfortunes: For if they have been educated in the accustomed principles of smuggling, and have bought their command also, they set off, probably, with a full resolution to out-do their usual out-doings. But should their interest with the Direction exceed that of their Owners, which is too often the case, such Owners must submit. These Commanders, supported by superior power, seize the ship for their own private emolument, and procure the voyage they like best; going when and where their interest or inclination leads; taking out and bringing home so much as their utmost credit can procure, or their immoderate thirst for riches happens to dictate. To show how injurious it is for bad merchants to be at liberty to go on headlong; the following example will prove how industriously many of them work their own ruin. An unskilful Commander takes out an ill-chosen investment, amounting to *ten thousand pounds*. He meets at a China market ten, or perhaps twenty others with equal investments. This immense quantity of the same sort of goods must fall the market. Their stay being limited, they either  
sell



sell under every disadvantage, or leave their effects behind; which will not enable them to pay their Respondentia Creditors at home. The natives have sagacity enough to know this, and combine together. They will not buy, but on their own terms; paying part in money, and part in goods, which they dispose of at their own price. Thus they dispatch the imprudent Commander, who is loaded back with an immoderate quantity of improper goods, whereby the markets at home become over-stocked. Most of them being illicit, are smuggled on shore, or sent into France for safety; not considering that all illicit trade\* pays heavy bribes to every hand that gives its assistance. Risk likewise comes upon risk, till at last it all arrives to a very bad market. The whole is generally attended with a considerable loss. The goods are frequently seized, and the Captain exchequered; and when the account is balanced, he is left to suffer a considerable loss, instead of receiving a comfortable gain. Thus those injudicious merchants, by these kinds of mistaken conduct, ruin themselves, distress the Company, and highly dishonour this great commercial country.

Did not the Captain's private trade interfere with the Company's and Ship-owners' just rights, the following most moderate observation would be improper: But, as the case now is, let us suppose, that a ship of *seven hundred and fifty-eight* tons, builders measure, is capable of taking out (allow for the sake of even numbers) one thousand tons, which has formerly carried out only three or four hundred for the *Company*; and sailed at the same draft of water, that she now does, with a thousand tons. It seems fair reasoning to conclude, that this ship had loaded one thousand tons before her sailing, at the same draft of water. It then follows, that if the Company had only three or four hundred tons on board, some other person had the benefit of the rest. But, to be very candid on this occasion. I will allow, that the ship had five hundred for the Company, and five hundred tons of private trade. Under this supposition, I beg leave to take a view of the Company's affairs at the port the ship is consigned to in India, where their servants have hitherto been allowed to trade. These gentlemen perhaps could not immediately purchase the Company's

\* Revenue is most essentially injured by this illicit trade, as well as all home-buyers, who ought to be supported after they have made their purchase at the public sales, and should by no means be oppressed at our own market by smugglers. It is very surprizing, Government does not see the immense loss of duty, and the great injustice done to all fair traders.

goods;



goods; and as the Commanders and Officers have an equal, if not a superior quantity, possibly of better chosen, and more marketable wares, exclusive of guns, fire arms, and other prohibited merchandize, as well as cloth, cordage, lead, iron, &c. who can hesitate to believe, but that the private trade will find the first, and consequently the best market? And will any man of common sense say, that these five hundred tons of private trade first sold (so far as they correspond with the Company's investment) will not damp the sale of their goods; especially as such large investments, as are reported some Commanders have taken out, amounting perhaps to twenty thousand pounds and upwards? Allow a part of this sum to have been laid out in *woollen cloths*. Is it to be wondered at then, that *your* cloths remain unsold at Bengal, are deposited in the warehouses, and become *moth-eaten*. Surely this is a natural consequence. How then is this to be prevented but by abolishing all private trade? Would it not be thought extremely absurd, for any man labouring under a violent distemper in his blood to suffer it long to remain, without applying for a remedy: would it not daily spread through every vein, and contaminate his whole mass, till at last the fatal consequence is the loss of life? Has not the original introduction of private trade occasioned a violent disorder in the constitution of the Company? Has it not been rapidly circulating through every part of it for many years, daily impairing its strength, and vigour, till it is become weak and languid? Will it not then, if not prevented by a total prohibition, prove fatal to the Stock-holders. To carry this plan into execution, give your Captains four thousand pounds for each voyage, be it *long* or *short*. This would put an end to the Company's long and unprofitable voyages, especially that most shameful one to Bombay and China, which is generally given by the Chairman to some favourite, as a recompence for *extraordinary services*. If all the voyages were made of equal value to the Commanders, a stop would be put to all improper solicitations; and the Directors left at liberty to pursue the Company's interest *only*. Thus, no voyage, without some unforeseen accident, need be longer than sixteen months, and it would effectually prevent all *wilful loss of passage and seasons*. It would greatly promote the speedy dispatch of your ships abroad, and consequently save an *incredible demurrage*. It would likewise discourage your Commanders from putting into Ireland or elsewhere, outward or homeward bound, unless through real distress, or  
other



other necessary occasions. Give your Chief, or First Mate twenty, the Second, fifteen, the Third, twelve, the Fourth, ten shillings *per* day, to the end of sixteen months *only*; but if this, and what has been proposed for the Commanders should not be thought sufficient, allow MORE. An inconceivable advantage will certainly arise to the Company, if you preserve your trade and chartered rights to yourselves; and those you employ will become rich, honest, and respectable. I have never heard more than two objections to this plan: The first is; make them what allowance you will, they will still pursue the same illegal practice. Bad men, indeed, in all stations of life, will persevere in wrong actions. But, surely, if you pay them generously, and the parties acknowledge themselves satisfied, a law may be made to inflict an exemplary punishment on those who transgress.

The other is, that the Captains and Officers having *their all*, or their greatest property on board, will stand by the ship, on all dangerous occasions, much longer than if they had no property to be swallowed up in the ocean, or taken by an enemy. A sailor is said to set little or no value upon his life; I do allow, that sailors are brave and intrepid. The sober and sensible part of them have the same feelings as other men, when their lives are at stake. As the law now stands, they lose all their wages, if the ship does not arrive safe. But if their wages are increased, to what their former advantages brought them in, they will not be injured. I could now wish to recommend to the Proprietors, to form such a law as may totally prevent that very destructive custom of selling or buying commands, or births in the ships employed in their service. It is fraught with every mischief, and operates daily against every principle of justice and common honesty.

I hope to prevent all controversy, by supposing that every ship, above *seven hundred and twenty* tons, can bring, upon an average, from China, if not unreasonably lumbered with private trade, one third more than her builders measure. And likewise those under seven hundred and twenty tons, *properly built*, can bring, on an average, one eighth part more than their builders tonnage, of net goods from Coast and Bay, and Bombay; which can, no doubt, be very easily done. View your ships going out this year in that light, and the matter will stand thus:

Four



Four Ships to China.		Tons.	Takes Kintledge out		Tons.	Freight-free Goods		Tons.	Exceedings of the Freight-free Goods taken out in 14 Ships more than the Old Charter Party allowed.
The Morfe measures	—	864	—	—	105	—	—	657	
— Stafford	—	804	—	—	97	—	—	611	
— True Briton	—	758	—	—	92	—	—	576	
— Ceres	—	721	—	—	87	—	—	548	
		—			—			—	
		3147			381			2392	
Add for Surplus 1-3d	—	1049			—			—	
Net Tons can be brought	—	4196			—			—	
Add the Kintledge	—	381			—			—	
Gross Tonnage	—	4577			—			—	
								1713	Tons.
								Exceedings taken out	679 Tons. — 679

Six Ships to Coast and Bay.		Tons.	Takes out Kintledge		Tons.	Freight-free Goods		Tons.	Exceedings taken out
The Speke measures	—	716	—	—	87	—	—	544	
— Sea Horse	—	676	—	—	82	—	—	514	
— Dutton	—	676	—	—	82	—	—	514	
— Bute	—	657	—	—	80	—	—	500	
— Afia	—	657	—	—	80	—	—	500	
— Pacifick	—	657	—	—	80	—	—	500	
		—			—			—	
		4039			491			3072	
Add for Surplus 1-8th	—	504			—			—	
Net Tons can be brought	—	4543			—			—	
Add the Kintledge	—	491			—			—	
Gross Tonnage	—	5034			—			2489	
								Exceedings taken out	583 Tons. — 583

Three Ships to Bombay.		Tons.	Takes out Kintledge		Tons.	Freight-free Goods		Tons.	Exceedings taken out
The Northumberland measures	—	657	—	—	80	—	—	500	
— Thames	—	676	—	—	82	—	—	514	
		—			—			—	
		1333			—			—	
Add for Surplus 1-8th	—	166			—			—	
		—			—			—	
		1499			—			—	
The Calcutta	—	761	—	—	92	—	—	579	
This Ship can with great ease bring 1-4th Surplus	—	190			—			—	
Net Tons can be brought	—	2450			254			1593	
Add the Kintledge	—	254			—			—	
Gross Tonnage	—	2704			—			—	
								1253	
								Exceedings taken out	340 Tons. — 340

One Ship to Bencoolen.		Tons.	Takes out Kintledge		Tons.	Freight-free Goods		Tons.	Exceedings taken out
The York measures	—	758	—	—	92	—	—	576	
		—			333			—	
This Ship can bring with great ease	—	1050			425			425	
		—			—			—	
								151	Tons. — 151

By the last prudent Bargain made by the Committee of Shipping, they have sent an Overplus of 1753 Tons of Goods, Freight-free, this Year, in 14 Ships, more than the Old Charter Party allowed to be taken out by the same number

E

1753



The Table preceding is intended to explain to every Proprietor the present state of the Company's freights, by separating the whole ; thereby to give a distinct knowledge of each, and by bringing the parts together by way of proof, beginning with the China Freights.

In order, therefore, to shew the real service the present Court of Directors have rendered to the Proprietary by their late regulations ; I shall endeavour to establish the difference of freights paid, between the last year's old charter-party tonnage, and the present ; which, I think, will not be very difficult. I have already troubled the readers to examine a multitude of figures ; and would willingly therefore avoid, as much as possible, laying them under the same inconvenience again. But, as a great saving will arise from the China freights of this year, compared with the last, I cannot omit laying that open to the public eye with the most perfect clearness.

It is incontestibly true, that the eleven ships sent out last year to China, were expressly ordered to return dead-freighted. I am aware it will be objected to, and said, that the then leading Directors became sensible of the impropriety of taking up twenty-five ships to bring home fourteen ships lading. They therefore afterwards ordered four of them to remain in India one year longer on Demurrage, if *any persons would hire them*. A scheme, in the opinion of many good judges, as uncertain and absurd, as the measure of taking up so many unnecessary ships was unjust. I must admit, there may be some glimmering of the latter resolution mending the original order ; yet as that is extremely uncertain, I may well be authorized, on this occasion, to ground my calculation upon that principle ; especially as I have no purpose to serve, but to do justice to the present Court of Directors for suffering the capacity of the Company's ships to be tried, which were the only means of reducing the future freights.

The following example ascertains the real price of net goods from China, of the now returning ships sent out last year under the first general order of the then Court of Directors ; viz.

Tons



Tons			£.	s.	d.		£.	s.	d.
80	Kintledge	at	9	13	4	is	773	6	8
11	China wares	at	29	—	—		319	—	—
393	Tea and Sick	at	32	—	—		12,576	—	—
15	Private Trade	at	32	—	—		480	—	—
							£. 14,148	6	8
499									
80	deduct Kintledge								
		£.	s.	d.					
419	{ Net Goods at 33 15 4 with a }					14,148	6	8	
	{ fraction of 2s. amounts to }								

Thus it appears the China freight on net goods, not only probably, } 33 15 4 per Ton.  
but most certainly will, if dead freighted, come home at  
The price of net tonnage, on my plan of this year, is (fraction 22s. 4d.) at 22 18 1 per Ton.

So that there is a saving on each ton, of £. 10 17 3

In order to bring under one view the freights paid on the old Charter-party terms of the now returning ships, from Coast and Bay, and Bombay, and those of the present outward-bound, on the new mode, and for the better comprehending the following state, I shall inform the reader, that when the accounts were last made up.

		£.	s.	d.			£.	s.	d.
In the year 1771, the Coast and Bay	{	32	1	10	per ton.	Bombay	33	10	9
freights on net goods were									
and in 1772, the Coast and Bay D <sup>o</sup>	{	32	11	0		Bombay	32	8	8
Two years freight from Coast and Bay	{	64	12	10		from Bombay	65	19	5
The average freight on the last two years	{	32	6	5		from D <sup>o</sup>	32	19	8½
now made up from D <sup>o</sup>									
Since which time forty shillings per ton	{	2	—	—			2	—	—
have been added to the freights of the									
now returning ships	{								
So that when these ships freight shall be		34	6	5			34	19	8½
made up, the net tonnage price from	{								
each place will be									
The net tonnage price, on the new	{	26	—	—		from Bombay	26	9	9
plan *, from Coast and Bay									
The saving from Coast and Bay on each ton	{	8	6	5		from Bombay	8	9	11½ per ton.
Mr. Cole† gives the price of goods per	{	34	9	5					
ton, from Bencoolen, on the terms of									
1772, to be	{	23	18	6					
The price of net goods to come home in									
the York (with a fraction of 5s.) is	{								
The clear saving on each ton to be	{	10	10	11					
brought home in the York									

\* It is contended by the advocates for the small ships, that from Bombay, and Coast and Bay, if they bring one fourth part above their present Charter-party tonnage, (which is only one-eighth more than their builders tonnage) at half freight, they will then be upon a par with my tender at twenty-three pounds ten shillings, and twenty-four pounds per gross tons.

† Principal Clerk in the Freight Office.



So that the Saving made this year on every Net Ton of Goods, from each place, stands at one view, as under;

	£.	s.	d.		£.	s.	d.
From CHINA (page 35) — is	10	17	3	From BOMBAY (page 35) —	8	9	11½
From COAST AND BAY (page 35)	8	6	5	From BENCOOLEN (page 35)	10	10	11

The General Savings made by the Court of Directors, very candidly adopting the *New Mode* of Freighting the Ships this Year, appears thus :

*4196 net Tons, from China, at a Saving of £. 10 17 3 per Ton, will amount to	£. 45,579	1	—
4543 net Tons, from Coast and Bay — at 8 6 5 — — —	37,801	10	11
2450 net Tons, from Bombay — at 8 9 11½ — — —	20,819	17	11
1050 net Tons, from Bencoolen — at 10 10 11 create a most extraordinary saving on the York only of	11,073	2	6
12239 the whole net Tonnage in 14 Ships. } <i>This important discovery has very much contributed to the unreasonable clamour that has been raised, and that illiberal unmerited abuse which has been thrown out against me.</i>			

1753 Tons more Goods sent out Freight-free, (Page 33) in the same bottoms, create a Saving at £. 5. per Ton, of	8,765	—	—
-----------------------------------------------------------------------------------------------------------------	-------	---	---

The shameful extravagance in the article of Demurrage, occasioned by sending so many more Ships than were necessary, or could possibly be dispatched in due time, is this year greatly corrected. The Cargoes in general will be ready at China, and at each port in India, as soon as they can be received on board, after their arrival. The saving, made this year in that article, is as follows; viz.

That Account made up in the Year 1771 says 25 Ships	£.	s.	d.
received Demurrage — — — — —	42,261	5	4
in the Year 1772 — 32 Ships,	50,919	15	8
Thus in two Years — — — — — 57 Ships	£. 93,181	1	—

This then shews the Average Price of Demurrage paid to each Ship to be £. 1,634. 15s. with a Fraction of 6s. : So that, if fourteen Ships this Year bring home more Tonnage for the Company (which they certainly can do, if those who lade them please to put it on board) by the New Mode of Freighting them, than was last Year allotted for the twenty-five Ships on the Old Charter Party plan: It then manifestly proves the Saving of 11 Ships Demurrage, at £. 1,634. 15s. is

17,982 5 —

Without observing, that the fourteen ships of this year will be dispatched in such due time, that they will incur much less Demurrage, than they would have done, had they been detained by a double number of ships meeting at the same place.

Which Saving is evidently above 4½ per Cent. or what is the same thing, £. 4. 8. 9. per Cent. upon the Company's whole Capital	142,020	17	4
--------------------------------------------------------------------------------------------------------------------------------	---------	----	---

\* Vide page 33.

I doubt



I doubt not but many of the Company's Commanders will be greatly displeased at these propositions ; but would they but coolly reflect on them, I am well persuaded, they would view them in a more favourable light. Would they but examine their own private affairs, many of them perhaps would find abundant cause to wish success to a certain generous fixed pay, such as a court of open-hearted English Merchants and other respectable Proprietors may judge equal to their utmost deserts. I believe, if such Commanders will take time to consider, they will find, except in some few rare instances, where lucky hits have been made from extraordinary events, that had they had a stipulated pay from the first of their employment, they had been freed from infinite inconveniencies of respondentia, interest-money, losses, seizures, exchequerings, disappointments, and quarrels with their Owners, &c. They might perhaps have been at this time in much happier circumstances, than some of them now are. I am well aware, that a large body of men will open their mouths widely against these measures ; especially when I review the innumerable connections of many interested and disappointed people. But I have well considered this ; and find myself disposed to meet their temporary displeasure for so good a purpose. The Company has great need of every assistance to help her out of her present bad state, and I doubt not but there are many spirited Proprietors yet to be found. I could wish to stop clamour, before it gets too loud ; for then no single man can be heard. I will, in behalf of all those Commanders, who may think themselves injured by these propositions, ask myself a plain question, and I shall take the fairest and strongest ground that I am able for that purpose.

“ Are not the Commanders of East India Ships Gentlemen, who  
 “ have been brought up and risked their lives from their infancy  
 “ in that service ? Have they not a right to expect a comfortable  
 “ provision for old age, suitable to the dangers they have gone  
 “ through in the service, and the integrity they have ever shewn, by  
 “ faithfully executing the great trust reposed in them ? ”

I do frankly admit these observations to be just ; many of them are respectable characters. But in common justice I must appeal to all men of candour, whether a British Admiral and Commander in Chief of His Majesty's fleets, is not also a Gentleman, having on all occasions served his country with equal merit and integrity as the best Commander employed



in the Company's service, and if, under every consideration, he does not stand upon much higher ground than an East India Captain? yet, even in time of war, a British Commander in Chief has only five pounds per day, an Admiral three pounds ten shillings, a Vice-admiral two pounds ten shillings, a Rear-admiral one pound fifteen shillings, and a Commander of a first rate ship of war in the King's service, only one pound. Now the pay of your Captain is *eight pounds four shillings and seven pence* per day for a voyage of sixteen months certain, repeated four times in the course of ten years; Is not that more beneficial to him, than the pay of a Commander in Chief of His Majesty's Fleet (though you reckon all his advantages, unless prize money in time of war?) A chief Mate's twenty shillings per day is equal to the Commander of a first rate ship of war; a second Mate's fifteen shillings, to the pay of three first Lieutenants of the navy; a third Mate's twelve shillings, equal to the pay of three other Lieutenants in His Majesty's service; a fourth Mate's ten shillings, equal to that of two first Lieutenants in the Royal navy. Can then such provision be properly complained of? Or would the East India Company want able Commanders?

I apprehend it will be said, that this is not so advantageous as some shrewd Commanders have formerly made it. My plain answer is, If great abuses have hitherto been creeping into the Company's affairs, which she can no longer support; it seems highly reasonable, that an immediate stop should be put to a disease, that has now reached her very vitals.

As a Proprietor, I have endeavoured to stimulate my Brethren. The reader may probably think that it is high time I should come to a conclusion. If I am therefore seaman expert \* enough, I will bring my arguments like a ship to a SAFE MOORING. I will immediately COME TO, having great confidence in my GROUND TACKLE. I foresee a HARD GALE COMING ON. It may prove a HEAVY STORM. Be that as it may, I shall surely RIDE IT OUT, having carefully examined my GROUND. I shall with a manly spirit here LET GO MY ANCHORS. I know perfectly well, my CABLES are made of plain truth, and my ANCHORS of tough, stout, English honesty. Therefore I have not the least fear, that the first will PART, or that the last will either BREAK, or COME HOME.

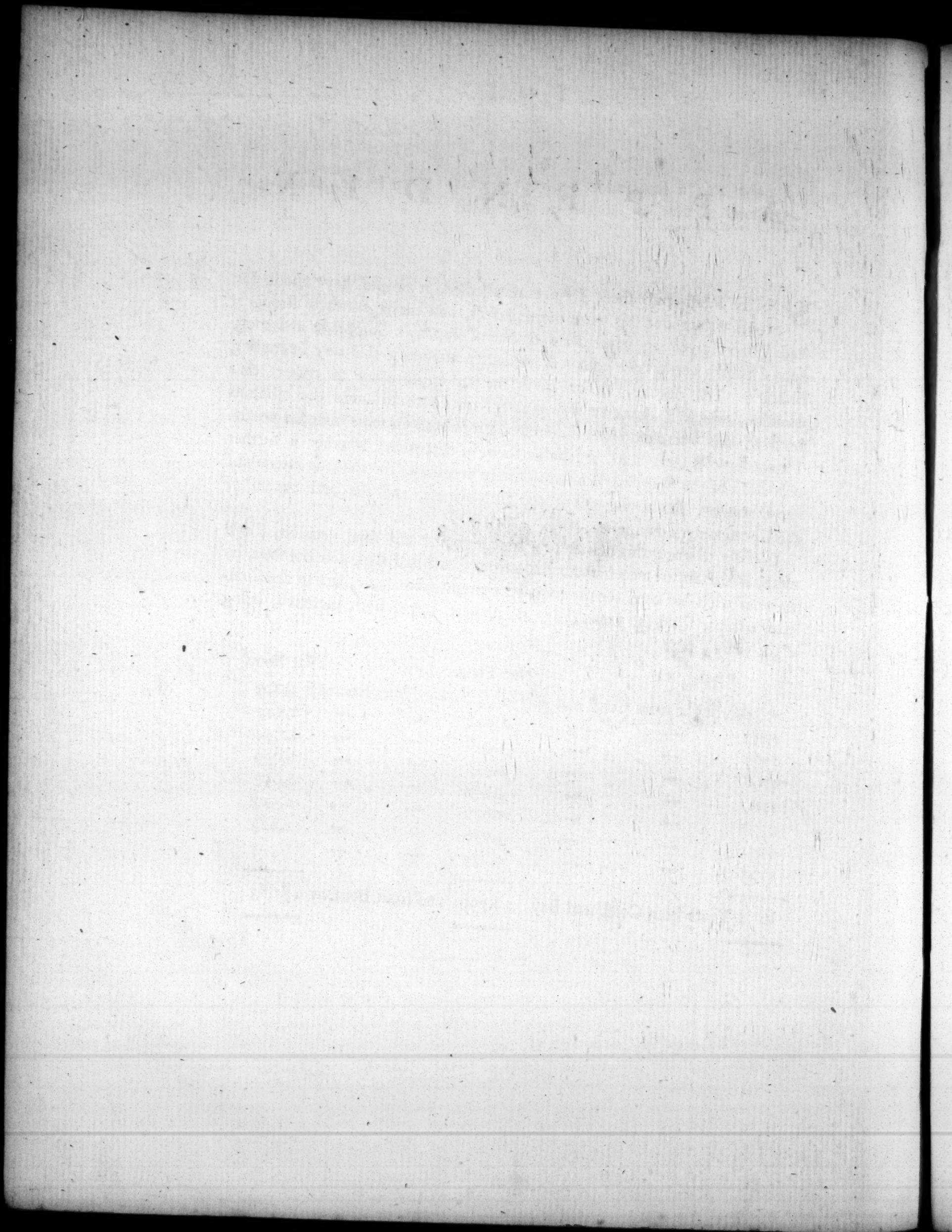
\* Page 22 The Seaman's letter says, "it is possible too, that *an old hofier* may become an expert seaman."



I have now a favourable opportunity to give my further thoughts in this second Edition, by adding an Appendix.









## A P P E N D I X.

SINCE I last published, I have recollected, it would have made the proofs throughout this work more perfect, and perhaps much stronger, had I then given an exact state of the Company's Shipping, and more fully set forth certain consequences evidently attending this very interesting business. This second Edition gives me an opportunity to correct that omission, which I conceive will greatly contribute to unite the opinions both of the interested and disinterested Proprietors in some material points. I mean by this clear state to enable them to determine, whether a further reduction of the Shipping is not absolutely necessary, for the true interest of the Company, the advantage of the Ship-owners, and the real benefit of the Commanders themselves.

In order to bring this matter to a concise point and final decision, I will establish the future necessary tonnage from Coast and Bay, and Bombay, by shewing what has been the net tonnage brought from each place in the Company's ships, from the year 1765 to the year 1772, both inclusive, being eight years; viz.

	Net Tons.			Net Tons.	
1765 brought from Coast and Bay	2,544	—	from Bombay	2,023	
1766	—	—	—	—	2,147
1767	—	—	—	—	1,844
1768	—	—	—	—	1,099
1769	—	—	—	—	2,057
1770	—	—	—	—	1,517
1771	—	—	—	—	1,623
1772	—	—	—	—	1,373
<hr/>			<hr/>		
In 8 Years from Coast and Bay	26,799		and from Bombay	13,683	
<hr/>			<hr/>		
F 2			Thus		



				Tons.
Thus the annual average freight for the last eight years, made				
from Coast and Bay, is	—	—	—	3,349
from Bombay, — is	—	—	—	1,710

I am of opinion, no one, who has read Mr. Herries's publication on the Tea Trade, can disagree with his sentiments, respecting the great stock in hand; if so, four thousand tons of tea seem at present abundantly too much to be annually imported, even allowing the utmost latitude to that strong argument of the necessity of keeping up our connections and credit with the Chinese; lest we should, by neglecting that trade, lose the whole. But suppose, it should be contended, that five thousand tons will be necessary, even before better times arrive, and the present heavy stock of tea is got rid of: then allow 5,000 Tons

Allow also two large ships to Bencoolen to bring 1,050 Tons each

This shews the utmost annual tonnage, that can be wanted, to be 12,159

If these plain truths are allowed to be conclusive evidence, conviction follows of course, by reviewing your Ships at their arrival next year. There will remain in your service fifty-six ships, whose builders tonnage will amount to forty-one thousand seven hundred and thirty-one tons, including the four lost Ships, which, when re-built, to be employed in usual turn.

Now



Now at home, ready to be tendered  
July 1775.

N <sup>o</sup>		Builders	Tonnage.
1.	Lord Holland	—	804
2.	Granby	—	786
3.	Skrewsbury	—	676
4.	Cumberland	—	716
5.	Greenwich	—	676
6.	Lioness	—	693
7.	Camden	—	707
8.	London	—	716
9.	Fox	—	758
10.	Grafton	—	804
11.	Norfolk	—	716
12.	Nassau	—	716
13.	Prince of Wales	—	716
14.	Royal Henry	—	804
15.	Marq. of Rockingham	—	758

11,046

Add  $\frac{1}{8}$ th part surplus tonage 1,380

12,426

At home, to be tendered July 1776.

Four lost ships; viz. the *Duke of Albany*,  
*Lord Mansfield*, *Royal Captain*, and  
*Huntingdon*, whose builders tonnage  
together amount to — 3,014

5.	Hector	—	688
6.	Triton	—	637
7.	Earl of Sandwich	—	804
8.	Duke of Portland	—	716
9.	Duke of Kingston	—	723
10.	Princess Royal	—	864
11.	Worcester	—	723
12.	Latham	—	723
13.	Valentine	—	676
14.	Prime	—	864
15.	Houghton	—	707

11,139

Add one eighth surplus 1,392

12,531

Part at home, to be tendered July  
1777.

N <sup>o</sup>		Builders	Tonnage.
1.	Northington	—	676
2.	Bridgewater	—	804
3.	Hawke	—	723
4.	Stormont	—	723
5.	Egmont	—	700
6.	Resolution	—	804
7.	Alfred	—	758

To arrive this Season.

8.	York	—	758
9.	Royal Charlotte	—	758
10.	Besborough	—	864
11.	Europa	—	676
12.	Ceres	—	758
13.	Morse	—	864
14.	Seaborse	—	676
15.	True Briton	—	758

11,300

Add one eighth surplus — 1,412

12,712

Will be at home in 1776, to be  
tendered 1778.

N <sup>o</sup> 1.	Stafford	—	804
2.	Calcutta	—	761
3.	Queen	—	804
4.	Lord North	—	761
5.	Osterley	—	758
6.	Colebrooke	—	716
7.	Rockford	—	716
8.	Hillsborough	—	723
9.	Grosvenor	—	729
10.	Godfrey	—	716
11.	Gatton	—	758

8,246

Add one eighth surplus 1,030

9,276

Thus



Thus it appears, that

15 ships	1775	Builders tonnage	11,046	Surplus	—	1,380
15	—	1776	—	—	—	1,392
15	—	1777	—	—	—	1,412
11	—	1778	—	—	—	1,030
56 ships bring Builders tonnage			41,731	The surplus of which is		

The friends of the Company, the Owners of Shipping, and the Commanders will do well coolly and deliberately to consider, what will be each respective party's situation in the spring 1779; when the Company's charter will be so near at an end, and they must be forced to struggle with high superior power. Who but those who have parliamentary influence can possibly hope to succeed?

Should unwilling converts dispute the abilities of these capital three deck ships, bringing the increased tonnage here allotted them, notwithstanding many recent proofs, after the most accurate measurement of the Houghton, and other small ships; as they arrived the last season in the river from Coast and Bay, which were reported by the Company's officers, appointed by the Directors for that special purpose, to be capable of containing a considerable tonnage of net goods above each ship's builders measure. But was it possible, any man, conversant with these matters, should still confess himself unconvinced, and reject all the clear truths, that make against his darling scheme of smuggling: I would remind him of one fact he can't deny. No one will dare to say, that the Pigot did not bring home, on her last voyage, seven hundred and seven tons net pepper on the Company's account in her *hold only*, exclusive of eighty tons of iron kintledge and the private trade; or that the Pigot's builders measure was more than six hundred and seventy-six tons; consequently less than a ship of seven hundred and twenty-two by forty-six tons, which forty-six tons, having no proportion of the general stores to bring, will certainly stow — 65 tons of additional net goods, at least, which add to the Pigot's net cargo 707 tons,

incontestibly proves, that a ship of seven hundred and twenty-

two tons, builders measure, will bring — 772\* tons,

with the utmost ease, in her *hold only*; exclusive of eighty tons of iron kintledge,

\* Thus it evidently appears, that those who contend, a ship of seven hundred and twenty-two



ledge, and the same private trade *at least*, Mr. Richardson brought from Batavia and Bencoolen. And to shew, that this is no new discovery, let those who obstinately pretend, they want further conviction, look back into the Company's books. They will there see, before smuggling was openly practised and avowed, what even the small deep-waisted two deck ships were chartered for, that measured under five hundred tons, from about 1715 to this time; particularly the Nassau, Durrington, Compton, little Anson, Portfield of four hundred and sixty-four tons, Edgecourt of five hundred and twenty, and the Delawar, so late as 1757 and 1760, so small as four hundred and ninety-six tons; these will certainly give such proofs, as must enforce silence, and put indecent opposition out of countenance. But perhaps never will the great beneficial powers of the present large ships be acknowledged, till private trade is totally abolished.

These demonstrations exhibit many unwelcome proofs. Does it not clearly evince, that your ships of late years have been built, not only with jobbing views; but clearly and wilfully intended for destruction, by laying to decay for the benefit of individuals, to be repaired at an enormous expence each voyage, nearly equal to former original outsets? This great evil must unavoidably be felt to the end of your charter. It is evident, that for near four years yet to come, your ships must lay rotting in the wet docks year after year, a monument of disgrace to a trading country like this, and a very injurious and vexatious object for such Ships-owners daily to look at. Let common sense then prudently interfere, and fairly estimate the stockholders *wrongs*, who have long paid, and must continue still to pay the whole. To whom is this present mischief owing? Certainly to those that forcibly introduced the last fifteen ships, merely to promote the private interest of builders and certain Commanders; so far as those *particular* ships tend to the general mischief. And shall we again be driven headlong into the same evil by the same influence? Can the Commanders attribute their present misfortunes to any other persons, but those, who have forced open the doors, that had been repeatedly and publicly ordered to be kept shut against intruders? Are not the same men the real cause of the like

two tons can bring no more goods from Bencoolen than seven hundred tons, are much mistaken; or wilfully mean to favour the smuggling cause, by providing so much spare room in each ship for that purpose. The same intention seems to prompt the false assertion of the York's builders tonnage to be eight hundred and eight tons.

injury



injury to the old Ship-owners, who introduced new ships, at a time they were not wanted? Why then do they clamour against consequences, that naturally flow from their own improper conduct? *Necessity demands a remedy to save the Company from destruction.*

There now needs no further argument to prove, that the interest of the Company, and the fair advantage of the Ship-owners are *in every instance one and the same thing*. Whatever operates to the prosperity of the one, stamps success upon the other. I will now recommend to the Commanders and Officers reflections, that directly lead to the certain means of making them rich, happy, and respectable. Let us investigate their particular situations with care and candour. Could they then be invited to reason, and to act for their own future happiness, they would no longer spurn at truth and fair argument.

I hope I shall not be disappointed, if I rely on the good sense of those gentlemen, that they will listen to the following advice. Let them, as soon as possible, and as advantageously as they can, get totally rid of the present mode of conducting their private trade. It has already been the ruin of too many of them, and most surely will produce the same unhappy effects to those, whose discretion and abilities are not equal to such extensive and very hazardous transactions. Let them likewise find out proper means, to save as much of their valuable time and money, so improvidently spent at home between each voyage, as possible. These steps lay a good foundation for reputation and riches.

To prove the worth of this plain and easy lesson. Do not the Commanders and Officers now suffer severely, by so many ships having been introduced into this service, more than it was possible could be employed? Have not the late intruders evidently turned out the old ships, the old Commanders and Officers to seek their bread in other employ, or starve? Had not that been the real case; would they of late have solicited pensions from the needy Company, in the day of her own adversity? Would so many other Commanders and Officers, now in the service, have been kept at home so long betwixt each voyage? The loss of time between four voyages cannot now be fairly estimated at less than eight or nine years, in the very prime of life, when all men ought to be diligently improving the happiness of themselves, and thereby promoting the general good of mankind. Those gentlemen are at least inactive, (for they cannot with propriety go into other employ)



employ) certainly not only unprofitably, but sometimes very expensively and imprudently mispending their money and choicest days. What innumerable inconveniences naturally attend an idle life! Thus many worthy men are insensibly drawn into improper pleasures, incompatible with their future success. They sometimes live at home indulging bad habits; daily losing such opportunities, as seldom come to their lot a second time. Between each voyage, they are courting distress, and every succeeding day unavoidably helps to impoverish them, hourly cropping their growing fortune as it buds, and at the time they return to sea, are, through necessity, constrained to struggle in each succeeding voyage under every disadvantage, with an extraordinary sharp appetite catching at every means to reinstate, if possible, their mispent fortunes; and from being thus untowardly enthralled, frequently too hastily rush headlong into still more dangerous measures, by which means they are often so deeply involved, that insurmountable difficulties enfold them on every side; so that their utmost endeavours, during their whole lives, cannot correct their past mistaken conduct, or recall certain lost opportunities. I mean such as Shakespear alludes to, when he says,

There is a tide in the affairs of men,  
Which, taken at the flood, leads on to fortune;  
Omitted, all the voyage of their life  
Is bound in shallows, and in miseries.  
On such a full sea are we now afloat;  
And we must take the current when it serves,  
Or lose our ventures.

But lest it should be suspected by the most experienced part of that close-connected body of men, and their powerful supporters, that my skill does not reach the secret cause of this strong opposition to the Company's interest, and that of the Owners of Shipping; I will drop my argument against private Trade; and for the sake of unlocking the minds of those, whose want of experience in these matters does not enable them to see the whole manœuvre in its naked state; I shall endeavour to bring about an union of interests in another way, since it seems next to an impossibility to extirpate private Trade by a vote at Leadenhall House.

Though the mutual Interest of the Proprietors of East India stock, and the

Owners



Owners of Shipping, have been clearly proved to move exactly together, yet at first view, there seems some difficulty to unite *their interest* with that of the Commanders; and their connections both at home and abroad. I here mean those whose friends or relations are resident in India; and likewise those, whose fortunes remain there at an high interest; which can no longer be paid by the borrowers, than an extensive private trade can be carried on from hence by the Commanders. There are also other strong reasons, much too tender to be mentioned on paper designed for the public eye. I shall therefore propose a perfect cure for every visible mischief attending these various interests, either recited or hinted at; and attempt effectually to establish harmony and regular proceedings for the future; without which, these several different interests will prevail in their turn. They will continually be disturbing the quiet and prosperity of the whole, and probably at last must be settled by superiors, who are not very likely to be attentive to the advantage of individuals. To prevent this, is a task worthy the labours of a well-disposed Proprietor; who has entered into this important business with more than ordinary application; and whose good intentions imbolden him cheerfully to submit his thoughts to the judgment of the Proprietary, whose candour and deliberation he entirely relies on; and, notwithstanding the opposition he has hitherto met with, is not without some expectation, that he shall at last merit their general approbation.

That all those, whose relations and friends are resident in India, and likewise every one, whose money is in the hands of their East India connections, at an high interest, are deeply concerned in this grand question of Shipping, is a visible truth, that will hardly be denied.

To the point.—The foundation of the simple mode proposed to reconcile those several jarring interests, is at once to give the utmost reasonable latitude to private Trade *outwards*; and, if possible, to make it equal to the most sanguine wishes of those, who do not desire more than ought to be granted. To that end, I would recommend the ships in the service to be classed, the better to suit the purpose of every separate trade and interest. For instance, I would advise no ships sent to Coast and Bay to be of bigger tonnage than seven hundred and twenty-three tons; and that their greater risque and expence ought to be duly considered in the price, such ships are let at. For there can be no just reason given, why such ships should not, in proportion to their first cost, pay their Owners as good a dividend,



as ships in any other class destined to the other settlements. The second class, for Bombay, Mocha, and Benecoolen, may be well supplied with ships not exceeding — 804 Tons. and to China no bigger than — 903

These ships are best calculated to answer the purpose of the Proprietors, by reducing their late exorbitant freights, defending their property in time of war, and conveying the Company's troops and passengers at all times in health and safety. And if those interested in private Trade will indulge my observation in their cause, I hope I shall appear no mean advocate; and at the same time be able to promote the independent Stockholder's *truest interest*. For instance, small ships, after they have taken in their stores and provisions necessary for the voyage, with such other stores as belong to the Company, leave so little room for private trade, that they always go to sea lumbered, and the Commanders are dissatisfied. Such ships private trade must be confined to narrow limits, or inconceivable prejudice must be done to the Ship-owners, as well as to the Company: For if filled properly for the Company, they do not answer the wishes of the Commanders; and if filled by the Commanders, the Company's goods must be left behind; or more ships must be taken up than can be freighted home. This destroys the profit upon all the private trade of every ship going out that season. Hence originated the infamous increase of ships, which ruined the whole Shipping connection, and which the Company has ultimately paid severely for, as well as every Commander and Officer in that service. And this is the real cause, why at this time some regulations are become absolutely necessary. The Commanders will certainly allow, that the larger the ships are (in moderation) the better accommodations *in all respects*; and the fewer ships, the more profitable market. And as each Commander has this advantage in his turn, there can be no just cause to complain. Now in order to convey a clear idea, I must venture to propose a Tonnage for *outward* bound private trade.

Let us then suppose that each Commander was allowed	200 tons,
and the Officers of each ship	100 tons,
the Company freight-free goods	300 tons,
	<hr/> 600

for a small ship, and so in proportion for a larger, and to pay five pounds



*per* ton for all exceedings ; reckoning 50 cubical feet to a ton by measure, and 20 cwt. to a ton by weight.

Lest any Proprietor should think this indulgence too much, I would desire him to reflect on the private trade, that now annually goes out in a clandestine manner, and how much better it would be, for all parties to act openly and honourably, than to live in the daily practice of fraud and deceit. As a temptation to discerning Commanders and Officers, I shall leave it to them to ascertain in their own minds the amount of that *very considerable profit*, that would arise from the sale in India of three hundred tons of well-chosen goods, which would greatly encourage our own manufactures at home, particularly at this distressed period. This, with what I shall hereafter propose for their emolument, will, I hope, give general satisfaction. This mode, under proper restrictions, at once operates in favour of the Commanders, and all their connections before-mentioned. If this does not send them to sea with a flowing sheet, I know not what will. When they have beneficially disposed of these large investments at a greedy market, I could wish, that they would pay their whole money into the Company's treasury, at the several Settlements they are at ; and take drafts on the Company payable in Leadenhall-street at a certain time with lawful interest, instead of private Trade home ; which, for weighty reasons, both *national* and *private*, I would totally *abolish*. I would allow each Commander and his Officers, two thousand pounds ; one moiety to be given by the Company, in consideration of their not paying freight &c. for private Trade, and the vast profit that will arise to the Proprietors, by having no kind of private Trade to injure their consumption and the sales at home. In this case the Stockholders themselves would be great gainers. The other moiety to be paid by the Ship-owners, in lieu of freight-free goods, usually brought for the Commanders and Officers, as their privilege. I shall now appeal to the judgment of every person of common understanding, if this plan does not bid fair to root up the infamous practice of smuggling, the bane of all men's morals, who connect themselves with it. It would establish the just interest of every fair trader, many of whom have been great sufferers by its destructive and very dreadful consequences. It would tend greatly to increase and regulate the Company's sales. It would supply a considerable capital for the service of the Company at each settlement. It would certainly extremely enrich the public revenue, and bring in a further increase, at least, from one to two hundred thousand pounds a year



year-into the treasury of this kingdom. This assertion cannot be doubted by any one who has attentively observed the surprizing increase of smuggling, since the ships have been used to return only half laden on the Company's account. For, if a chest of hyson tea is bought at the Company's sale, at ten shillings per pound, the weight of which is only 68 pounds, (the most profitable kind of tea for smuggling, by reason of its high duty), and pays custom and excise twenty pounds eight shillings \* ; *it may easily be conceived what the revenue is annually defrauded of*; exclusive of that additional capital duty on mullins, and other piece goods, &c. from India.

Were it possible to remove these horrid grievances, it would certainly very much contribute to the relief of our distressed manufactures, both in Spittlefields and elsewhere. It would put the honest fair Trader upon that equitable ground, which he who supports the Company's sales by open purchase, has a clear right to expect, both from Government and the Company. These great purposes well deserve serious consideration; and if, in the judgment of wiser men, the propositions here offered to their deliberation are not equal to the end; let it be remembered, that these melancholy causes do really exist, and that the utmost powers both of the public and private, ought to be exerted, so as to remove every measure, that opposes such material advantages to this country, the manifest prosperity of this important Company, the success of innumerable trades, and the happiness of numberless dependent individuals. This is the time, if ever, to establish this very beneficial and great commercial Company, as a public blessing. But if no better attention is given, or more proper regulations made, than have been for some years last past, it seems no harsh prediction to foretel, it will end in the worst consequences, that imagination itself can suggest. My fears are, that if the Company's affairs are not immediately fixed upon firm, sound, and useful principles, tending to national good, at this critical period; it will encourage the growth of private

\* A chest of hyson tea, quantity 68 lb. at 10 s. is £. 34

	£.	s.	d.
25 per cent. customs	-	8	10 0
25 per cent. excise	-	8	10 0
One shilling per pound D <sup>o</sup>	-	3	8 0
	£.	20	8 0

jobbs;



jobbs, smuggling, and all that immense train of eastern mischiefs, which seem to threaten fatal ills to the community, and to the landed interest in particular.

Before I conclude, I shall with great deference offer my opinion, in regard to the Tonnage necessary, and the number of ships of each class to be employed. I think thirty-five thousand tons to be amply sufficient; yet, as many are of opinion, that forty-five thousand are not too much, I shall make my calculation on the medium, *viz.* forty thousand, meaning the extreme builder's tonnage by fair measurement after built; to be certified under the hands of the Company's surveyor, and the master builder of each ship; and, on no pretence whatever, to exceed the extreme measurement of forty thousand tons.

Thus all Ship-owners will be on an equal footing, and have nothing to complain of. This matter will, in my judgment, plainly stand thus:

	Tons.		Tons.		Tons.
20 Ships, measuring 716 by contract, but the extreme Tonnage allowed 730 are	14,600	—	8 such Ships sent out yearly, bring	5,840	
10 Ships, — 804 — — — extreme Tonnage allowed 830 are	8,300	—	3 such Ships, with $\frac{1}{2}$ surplus, d <sup>o</sup>	2,801	
18 Ships, — 864 — — — extreme Tonnage allowed 903 are	16,254	—	7 d <sup>o</sup> — with $\frac{1}{2}$ surplus, d <sup>o</sup>	7,901	
48 Ships, whose extreme Builders Tonnage	—	—	are 39,154 — 18 Ships yearly, bring	16,542	

tons of net goods for the Company only; if so much should ever again be necessary. There will always remain at home twelve ships capable of every kind of employ, should they at any time be suddenly wanted; and at the expiration of every year, thirty ships will be at home, supposing eighteen constantly employed.

These ships are abundantly sufficient for the purpose. I shall now most earnestly recommend to the true friends of the Company, constantly to bear in their minds; that reducing the number of ships, and increasing each ship's tonnage in moderation (except to Coast and Bay) are the sure means of reducing the late exorbitant freights, and keeping them down for the future. Increasing the number of ships will most certainly increase the future price of freights. This has, beyond all doubt, been a leading cause towards the boundless increase of the present private trade. It has also been of infinite prejudice to the Proprietors dividends for MANY YEARS, and the increase of private trade has been extremely injurious to your Commanders and Officers. In various instances, it has proved the utter ruin of a great many; especially of those, whose ill fortune has delivered them into the hands of oppressive Custom-house officers: heavy prosecutions and extortions have at last



last left them in the utmost distress, without means of satisfying their angry Respondentia creditors. These intolerable mischiefs may be got finally rid of by sensible, fair, and prudent regulations. If the several parties, and their present jarring interests can be united, then, and not till then, will the Directors be restored to their proper dignity, and invested with that high authority, so indispensably needful to enable them to enforce such wise regulations both at home and abroad, as may in the end produce that amendment, which is become so absolutely necessary, for the prosperity and preservation of this very *surprising* Company, who pay an annual revenue to Government of ONE MILLION OF MONEY, and which, under good management, may yet be extremely increased. Was this important business well conducted, doubtless it would very soon enrich the Proprietors *exceedingly*, and daily afford great and profitable employment to innumerable individuals. In a word, this WONDERFUL COMPANY, if properly attended to, has *unquestionable powers* to crown this country with RICHES and HONOURS.

POSTSCRIPT.



## P O S T S C R I P T.

**T**O prevent, as much as possible, the bad effects of a very injurious Report, which has been most industriously propagated (amongst many others) to my dishonour, respecting the ship York being sent to Bencoolen without sufficient bread and flour for her voyage; in common justice to my own reputation, and for the satisfaction of the rest of the Owners of that ship, as well as all other persons, who may be any ways affected thereby, I think proper to publish the following resolution of a Committee of Shipping, held at the East India House, on the 10th of January last, for the special purpose of examining minutely into the merits of that matter.

“ At a Committee of Shipping, the 10th January 1775.

The Committee, in consequence of the reference of Court of the 31st August last, have considered the letter from Sir Richard Hotham and Mr. Tanner, relative to the quantity of Store Bread and Flour put on board the ship York; and are unanimously of opinion, that the Sea Store Bread put on board that ship was fully sufficient for the voyage to Bencoolen, and the Flour was more than sufficient for the voyage out and home; and therefore no Censure or Reproach can fall upon the Owners for the outfit of this ship in respect to those articles.”

I had made a very considerable advance in commenting on the several passages quoted from the public papers in the former part of this work; which laid such heavy and very unjust charges against my conduct. I found, that though *time* and *events* had given me the strongest powers of retorting on the malevolence of those anonymous adversaries, it would open afresh many old sores. As I profess Harmony, I must feel infinite satisfaction in doing my part towards burying all animosities in eternal oblivion; and I take this opportunity to declare, I do not bear the *least ill will* to any one; but shall be made extremely happy, if my weak endeavours can promote the general good.

Merton Place, Surry,

January 31, 1775.

R. HOTHAM.

